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PLAYERS 9.0

Full report from
car culture's
coolest show

#1 MOD CAR



FEATURED

Volvo C30



Nissan 350Z



Toyota IQ



VW Golf



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JANUARY 2016

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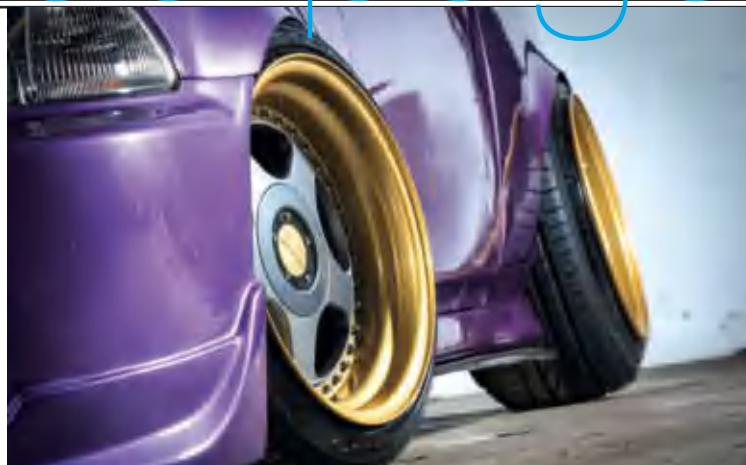
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HARDWARE

DE



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RANDOM SHIZZLE FROM TEAM FAST CAR THIS MONTH...



SLIM JULES
EDITOR

"Cold outside? It's a lovely 27-degrees next week, I'm going to have to get the shorts back out."

Sixteen years in publishing including a spell as a pap, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner up, Race National B Licence holder.
jules.truss@kelseymedia.co.uk



MIDGE
CONTRIBUTING EDITOR

"I love a bit of sunshine, so next week is going to be awesome. I might even go for a swim."

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars and has a degree in pottery.
james.burr@kelseymedia.co.uk



INITIAL G
ART EDITOR

"27-degrees in November? That's crazy, I'll have to buy some factor 50 sun cream!"

Thirty years of design experience (he used to chisel stuff out of stone), champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.
graham.morecroft@kelseymedia.co.uk



GLENDA
WEBSITE EDITOR

"I wouldn't bother, G! The two tits are talking about the weather in Vegas, they are going to SEMA."

Social media guru, Gumballer, IMIAL Level 2 Mechanic, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.
glenn.rowswell@kelseymedia.co.uk

Well hello there gorgeous *Fast Car* reader. Pat yourself on the back and congratulate yourself for buying this magazine, because we've got one of the best Civics in the country, maybe the world, on the cover. Yup, with almost 400bhp, a tucked bay, mental OZ rims and a static drop that most air-ride owners would be proud of, Shaun Quinn knows a thing or two about building cool cars. And that's exactly what he's done here with his own hands.

In fact Shaun and his Civic are no strangers to *Fast Car*. This is the third time the car has been featured and I wouldn't be surprised if we saw it in these pages again at some point. Still, let's enjoy this incarnation before he starts the inevitable rebuild!

Of course, if Hondas aren't your thing we've got plenty more going on, with seven other feature cars inside these pages, including the world's most brutal Mitsi Evo. Plus we bring you all the action from car culture's coolest show, Players!

The barcode on the front cover might tell you it's January 2016, but we all know you're actually reading this in November. This means the next few months will be wet, windy and a little bit horrible. So we've slapped a couple of winter guides in the mag to help you prepare yourself and your car for the winter. We wouldn't want our favourite readers getting cold now, would we?!

Anyway, we've gotta go, we've got a plane to catch. Yup, we're off to Vegas to bring you guys the best damn SEMA report money can buy. But before you think about that, enjoy this killer issue.

Big Love,

Jules

THE EXTENDED FC FAMILY:

Stavros The Tuning Guru
David Nettleship Advertising Man
Steve McCann Scotty Dawg
Little Nick Freelance Writer
Little Sarah Marketing Maestro
Dan Pullen Camera King

Kevve.be Belgian Snapper
Chris Wallbank Amazing Tog
Damo Hall Super Sub
Jon Davies Show Shooter
Jarkle Writer Extraordinaire
Davy Lewis Super Sub The 2nd

FAST CAR MAGAZINE
JANUARY 2016

ISSUE 363

Cover image:
Steve 'Scotty Dawg' McCann
Kelsey Media
Cudham Tithe Barn
Berry's Hill
Kent
TN16 3AG



contents

A close-up, low-angle shot of the front left corner of a purple sports car. The car's body is a vibrant, metallic purple. The front wheel features a gold-colored rim with a multi-spoke design and a black tire. The car is parked on a light-colored, textured surface, possibly concrete or asphalt. The background is a plain, light blue sky.

HONDA CIVIC

Shaun Quinn returns for a third time with his mentalist EK that just got a whole lot madder.

VOLVO C30 **028**
There aren't many modified C30s out there, but on this evidence there should be.

NISSAN 350Z **040**
This static-slammed 350z is so low we had to hire an extra short photographer to shoot it.

A1 & MINI 062

Why feature one awesome German hatch when you can feature two at the same time?

TOYOTA IQ **074**
This is one of the lowest IQs you'll see, well apart from our Glenda's but that's another story.

VW GOLF **084**
If your old man runs Forge Motorsport, the chances are you're going to own a sorted motor; and sorted this Mk1 certainly is.



WILD CARD

MITSUBISHI EVO **104**
Dubbed the Black Mamba, this VIII has one hell of a bite, an 890whp bite!

FC TECH

WINTER DETAILING 034

The summer is over so get your car's winter coat sorted with this seasonal special!

TOP 10 WINTER TIPS 070

Don't get caught out in the cold with our handy tips and tricks

OUT THERE



Players 9.0 **020**
We hit North Weald and our jaws hit the floor.



Sweetshop Meet 080
There weren't any sweets but there were lots of cool cars.



FRESH GEAR

047 PRODUCT OF SUPREME AWESOMENESS
048 MUCH MORE FRESH KIT
051 DETAILING PRODUCT
053 TOOL TEST
054 AUDIO HERO PRODUCT

REGULAR FEATURES

FRONT END 006

We look at some rally legends, get angry over petrol stations and reveal why you need to buy a BMW Z4!

POSTERS 057

Use these posters instead of windows and your outlook will be awesome!

STAFF RIDES 091

Jules and Midge finish their air installs, well Midge does, Jules just watches Plush Automotive do his!

READERS' RIDES 100

Now for the most important cars in the whole world... yours!

PCD GUIDE 110

In the market for new rims but unsure of your car's Pitch Circle Diameter, or offset? Check here.

ARSE END 112

Rally legend, Ari Vatanen, gets to meet his hero, Slim Jules comes out of the closet and we say some stupid stuff, naturally.

NEXT MONTH **114**
Jules and Midge are off to Vegas to bring you all the action from SEMA, it's a hard job but someone's got to do it!





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Makkinen versus Sainz



Words Jarkle Photography Pawel Borowski

RALLYDAY

WE HEAD TO RALLYDAY AT CASTLE COMBE TO GET DOWN AND DIRTY WITH THE GREAT AND THE GOOD OF THE WORLD RALLY CHAMPIONSHIP

Being a rally spectator is hard work, certainly if you happen to live in the UK that is! You're expected to trudge into a sodden Welsh forest in the middle of November, wear deeply unfashionable bobble hats and more often than not end up being shouted at by a marshal for not standing in the right place. For these and many other reasons, we're massive fans of Rallyday, Castle Combe's annual celebration of all that's great about the anti-lag filled world of top level rallying!

This year saw the show celebrate its fifteenth anniversary and the organisers pulled out all the stops to ensure it was the best yet, with dozens of iconic rally cars (including a pair of barking SI E2 quattros) and 1981 World Rally Champion Ari Vatanen. The customary collection of barking Subaru WRC cars was present and correct, while a number of eye-wateringly expensive Lancias could be seen being flung round Combe's daunting Quarry corner as if they were no more valuable than a Saxo track car. There's no other show quite like Rallyday and certainly no better way to experience the great and the good of the WRC world - not without trekking into a wet Welsh forest that is! Here are our favourite shots from the day...



S1 Pikes Peak replica



M-Sport Fiesta



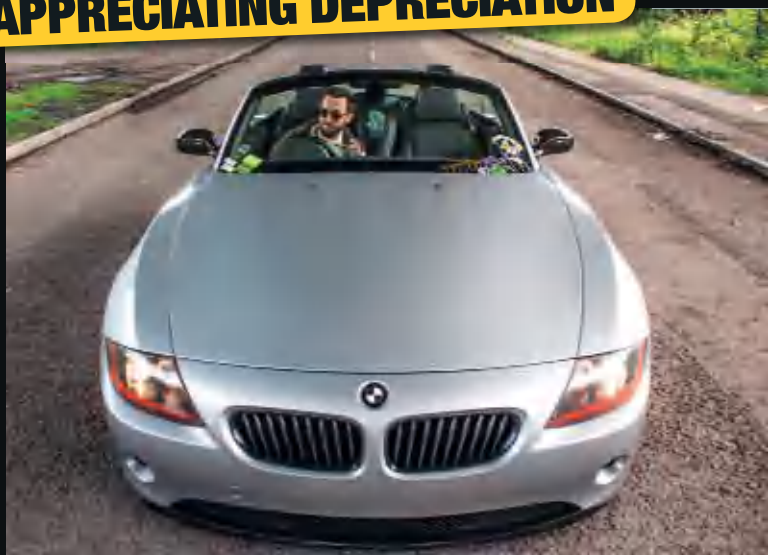
Lancia Stratos



S1 E2 went hard on track



APPRECIATING DEPRECIATION



BMW Z4 (E85)

Even though James Bond himself had one, the BMW Z3 was always a bit Toni and Guy for our tastes. The original Z4 on the other hand has to be one of the most hairy-chested convertibles out there and nowadays you can get a whole one for around the price of a 60-inch telly.

Ever since the E85 German bruiser hit the streets in 2003 it's been a design icon and one of the few rag tops you can drive without getting spat on by homophobic lorry drivers. You just can't do that in a Suzuki Cappuccino, right?

There is of course the E86 Coupe version, but that's still a fair chunk of change starting at around 8-grand. There's also the legendary 3.2-litre, 343bhp Z4M which starts at 11k but you'll be needing your own petrol station along with plenty of gaffa tape to hold your hat on.

So, if it's a bargain you're after, look no further than the 2.2, 2.5 or 3-litre drop-top. With rear-wheel drive and a choice of these highly tunable 170, 218 and 231bhp straight-six lumps, you'll easily be onto

a winner.

Just remember the bigger the engine - the more leather, iDrive and other trick bits and pieces would have come as standard. Many of these options we're so expensive from the factory they're now pretty rare on the lower spec cars - at the time it was almost cheaper to just buy the model up.

That's not the reason why we'd steer clear of the 150bhp 2-litre 4-pot version though - it's just crap, and one day you might actually want to sell it on.

All Z4s are well built with common problems few and far between. Just make sure it's got all the right service stamps; on models with automatic wipers make sure they work (or bizarrely you'll have to replace the whole windscreen) and whatever you do, check the tyres aren't balder than your granddad's head. You'll probably want to drive it like you stole it so the previous owner probably did too. Get one before the summer when the prices go up!

"WOULD YOU LIKE TO LEAVE A GRATUITY? ARE YOU HAVING A FUCKING LAUGH? IT'S A PETROL STATION MATE - NOT TEA AND CRUMPETS AT THE RITZ!"

Yes it's bad enough I have to wait in line for the best part of a week while the absolute tit in front works out how to use Apple Pay. Congratulations on having an iPhone my friend, now would you mind terribly if you took that smug look and pissed right off so I can pay for my extortionately priced fuel?

But what's this? Now the chip and pin machine wants me to leave a tip, so what exactly is that for then?

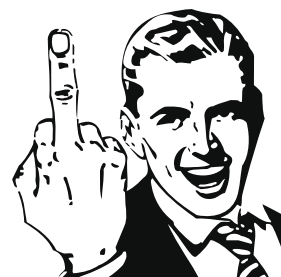
I've already had my pants pulled down on the super unleaded, I've even paid £5.32 for a ham and cheese sandwich, so I can't see who this tip is for, surely not Mr Happy behind the counter?

I wouldn't mind so much if he came out and pressed the button for me but he didn't. Did he at least offer to make me an espresso while I wait for my tank to fill because they happen to have THE slowest petrol pump on the planet? No, I don't recall that either.

I always leave a tip in a restaurant, or a hotel, or anywhere else where you get the kind of service that warrants one, but now you bastards have ruined my day by making me feel a right tight fucker for not tipping you for no apparent reason. Next you'll be wanting me to pay 5p for a carrier bag like that silly woman in Tesco...

The Angry Man

Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)



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Resurrection!

*SHAUN QUINN IS BACK FOR A THIRD TIME WITH THE
GROUND-BREAKING EK CIVIC THAT JUST REFUSES TO DIE....*



"This is the third time the EK has been in *FC*. There's nothing else like it"



If any car could claim to have a soul it would be this one. Having been with Shaun Quinn for nearly a decade, this Civic has grown and evolved with him, very much like a reflection of his own personality. Like Shaun, it has been through many life experiences and gained some scars and ink along the way. There have been highs and lows, but it always comes back fighting and on this day it stands bigger, bolder and stronger than ever. It's rare enough for a car to be re-featured in *Fast Car*, but this is the third time we've got up close with this amazing EK. And no wonder. There's nothing else quite like it.

Back in 2006, Shaun's dad surprised him with a slightly battered and bruised 1.4 Civic for his 18th birthday. Shaun was hooked

immediately. He just couldn't leave it alone and has been modifying it continuously ever since. Every year or two it's taken off the road for a complete overhaul, resulting in different colours and themes reflecting his own unique style.

First time we dropped by it had the 2.2 Prelude VTEC conversion and it was as Shaun describes 'a grimy street look', painted white with graffiti on the roof. Next it was stripped completely and painted in a custom colour given the name 'Donatello Ninja Purple'. This, along with some smoothing in the engine bay and an interior

change, gave it a cleaner theme. In 2013 the engine bay became gold and the stance game was turned up a notch with deep-dish OZ rims. At that point Shaun could have let things be and even now two years later the Civic would still look fresh. But, always looking forward for maximum impact, he took the Civic off the road again for what turned out to be the biggest challenge yet.

Although Shaun does most of the work to the car himself (with some help from mates), someone else was trusted with new engine mods and things went badly wrong. Shaun was devastated to get the car back in a lot





*Not unlike its owner's skin,
that's some colourful artwork*



Exhaust delete...

Why have an exhaust running the length of the car when you can just pop it straight out of the bonnet? Splendid stuff.

Airbrushed engine...

There's a time and place for airbrushing on cars and this is the time and place! The Donatello artwork on the engine is a touch of genius.



Teenage mutant ninja turbo





worse condition than it was before. To top it all off, the 2.2 engine seized up almost immediately. It could have been a fatal blow for the Civic, but the emotional attachment meant there was only one option. Rebuild from scratch to be better than ever!

This time, Triple H took it on and, confident they would do the job, Shaun supplied them with lots of goodies. "It was turbo time!" he laughs. "I worked all the crazy hours possible to get money for parts and even sold my Honda Accord daily to fund the build."

As usual, no corners were cut and the resultant engine spec is mindblowing. From

the head work and uprated internals to the big custom Garret turbo, bespoke pipework and manifolds – it's all nothing but the best.

While the engine was out, Shaun got busy prepping the rest of the car. He spent a long time learning how to plastic weld so he could customise a S2000 AP2 front bumper. The rear bumper was given similar treatment, having an EP3 rear lip and EVO10 diffuser all blended together, as well as removing the exhaust port as there ain't no need for it! Along the sides you will find much smoothing, as well as EVO8 side skirts. Bolt on bits include an EK9 tailgate and lights, as well as lots of carbon items,

such as the bonnet, mirrors, grille and that awesome rear spoiler on custom mounts.

The interior work was extensive too, as Shaun describes: "Everything was either re-trimmed, flocked or painted and nothing escaped". A glance inside confirms this. Bride material covers most of what you see, such as the door cards, mats, roof, boot install and, er, the Bride Cuga seats. The dash is flocked and smoothed with custom gauges while purple colour coding on the roll cage, steering wheel and harnesses really brighten it all up. The tidy rear install boasts two spare wheels, no seats and guess what – no air tank! Yes, that's because this beast is static. Wow!

Shaun saw his friends have trouble with air, so decided to go for a BC Racing coilover drop. He enjoyed the stance challenge. Well, kind of. "It was hellish, a real pain in the arse," Shaun laughs. "Fitting big brakes with that girth of wheel (9.5in on front and 10.5in on the rear!) and trying to tuck them in was a nightmare." But, after much pulling at arches, re-positioning of callipers, spacing the mighty OZ wheels and fiddling with suspension bits and geometry, he did it.

It seems to be the more difficult these mods are, the more Shaun wants to get stuck in! For example, when the freshly rebuilt engine was put back in place, there was a real space issue in trying to fit the turbo, manifold, radiator and intercooler all in behind the bumper. Instead of passing on the task, Shaun learnt how to tack weld and spent some time with a bag of bends

Nice work that man



Shaun's journey to a *Fast Car* cover



FEATURE1 – August 2012 issue
 “This was the grimy street look phase.” Painted white, with Shaun's own graffiti artwork on the roof and inside. Hints of his purple obsession were already here with the cage and Rota rims wearing the colour. The 2.2 VTEC conversion was done at this time.



FEATURE2 – Spring 2013 issue
 Gone with the grime, the Civic took on a clean and classier look. ‘Donatello Ninja Purple’ was invented, while the engine bay was tidied, smoothed and painted white. Wide XXR rims were fitted and the boot install was revamped.



NEARLY THERE – Late 2013
 We were tempted to feature the Civic following its previous overhaul, too. Shaun stepped up his stance game, squeezing on the wide OZs and painting the bay gold, amongst a few other cool mods. It wasn't quite enough at that stage to justify another feature, but then he took it to a whole new level!



THE CONTINUOUS BUILD...

Sometimes you look at a finished car and don't realise the work that's gone on to get there. But, the level of thought, skill, trial and error, expert advice, passion and endless hours of effort that goes in to a build like this is hard to imagine. Luckily, this really is a lifestyle for Shaun and his Lomotion teammates who get together in his unit and spend days, hours and weeks on end working to produce some amazing cars like this one. The simple lesson: you get out what you put in....



If we get to sit there, we'll be your bride, Shaun



SHAUN QUINN

What's with the Turtle stuff?

“As we christened the custom colour ‘Donatello Ninja Purple’, the car kind of became known amongst us as ‘the turtle’, so I decided to take the theme a bit further!”

You don't like doing things the easy way do you?

“Yeah, I wasn't going to compromise any part of the car. It didn't matter how difficult things could be, it just had to be right. I like doing as much as I can myself, but having talented people around me too for guidance when needed. Like when I took on the manifold welding.”

Dare we ask, has the Civic peaked or is there more to come?

“Modifying this car is like a drug I'm addicted to, so I'll keep going. I already know where I'm headed next and by the time it's in the mag I will have started the next phase!”

“Shaun has poured his life and soul into it, never choosing the easy path, always pushing the boundaries”



before coming up with that amazing manifold, complete with bonnet-exit exhaust. Awesome!

These days you can perform a few subtle mods that make a big impact but this is far more interesting, exciting and real. This Civic shouts to tell you that Shaun has poured his life and soul into it, never choosing the easy path, always pushing the boundaries of himself and the car.

It's the kind of build not possible without the level of risk and commitment shown by Shaun and his mates. The reward for him is producing one of the finest UK projects we've seen, and nailing that prestigious *Fast Car* front cover too! Cowabunga! **FI**



TECH SPEC: EK CIVIC

STYLING:

Custom purple paint (Donatello Ninja Purple!); custom one-off S2000 AP2 front bumper and lip; custom carbon under splitter; custom EP3 rear lip flushed into bumper with exhaust port delete; Evo10 custom rear diffuser; indicator delete smooth wings; smooth mouldings; smooth radio pod; Ek9 tailgate; Ek9 tail lights; Ek9 shadow headlights; carbon walker spoiler with custom tilt brackets; custom carbon exhaust ports; Carbon Culture bonnet; NRG Carbon Spoon mirrors; Carbon Culture grille; Evo8 side skirt extensions; Wwind deflectors.

TUNING:

H22A1 VTEC engine from a Honda Prelude 2.2; ported polished and gas flowed head; Mahle gold series forged pistons; Manley rods; King bearings; Grams 550cc injectors; custom GARRET GT3073HTA turbo by Owen Developments; ARP head and block studs; Tial 32mm external wastegate; HKS SSQBOV, upgraded fuel pump; custom FMIC and pipework; Hasport Performance engine mounts; Skunk2 Pro Series intake manifold; Skunk2 70mm throttle body; AEM high flow fuel rail; AEM fuel regulator; Turbonetics fuel PSI gauge; custom twisted top mount bananafold and bonnet exit exhaust; Rywire tucked radiator; Chase Bays overflow bottle; custom radiator cap port and hoses; Password JDM carbon cooling plate; VTEC solenoid cap; Downstar washer kit; full engine and gearbox hex bolts from Downstar; alternator relocation; Skunk2 cam seal; HKS Pink oil filter; Mishimoto oil cooler; fully shaved and smoothed engine bay; relocated battery and fuse box; Downstar brake booster delete; S2000 clutch cylinder; brake line tuck; custom Hel gold flexi clutch and brake lines; Chasebays wiring harness; P06 ECU from Rywire; Custom windscreen water bottle; Stage2 EXEDY racing clutch; Fidanza lightened flywheel; DC Sports shifter; ATR shift linkages.

CHASSIS:

Custom OZ Futura three-piece 9.5x16 ET13 (f) and 10.5x16 ET13 (r) split rims; BC Racing fully adjustable coilovers; Cusco carbon front brace; fully polybushed chassis; fully powder coated subframe and suspension components; custom front upper adjustable wishbones; D2 rear camber arms; D2 lower control arms; C-pillar tie bar; custom B-pillar tie bar; rear top-mount strut brace; ASR subframe; Beaks lower tie-bar; 6-pot Wilwood front callipers 320mm discs; 320mm Wilwood rear discs and single pot callipers; custom pink braided brake lines.

INTERIOR:

Bride Cuga carbon recliner bucket seats; Team Tech 4-point harnesses; Mugen shift knob and extension; purple wood steering wheel; NRG quick-release boss; custom harness bar; custom 6-point roll cage painted in Donatello Purple; fully smoothed dash and trim; custom gauge pods and heater unit; oil temp, oil pressure, boost Plasma dials; relocated CD player; S2000 push-start; custom painted OZ Futura wheels in boot.

AUDIO:

Kenwood audio; relocated CD player.

THANKS

Henry at Triple H for the engine rebuild; Simons Arc for all the amazing work, paint and help over the past years; Lomotion Team; Jonny at Elite Custom Exhausts for the killer manifold and up pipes; last but not least, Mum and Dad for being amazing parents. Much love to everyone!



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Players 9.0

NORTH WEALD WAS ONCE AGAIN THE VENUE FOR THE COOLEST UK CAR SHOW OF THE SEASON.

Now in its 9th year and bigger and better than ever, Players once again showed that the UK's car culture game is strong, very strong. Every make, model and style of modified car was represented, from Ken Block's Hoonigan Mustang, to old school hot rods and trucks.

The core of the show produced an eclectic mix of slammed, top-quality, German metal. They say it's about the quality and not the quantity but, this show has both, there really isn't another event in the UK that can boast the quantity and quality of motors on display like Players.

It's not just the cars that make Players so good, but the now famous chilled-out vibe – haters simply aren't welcome at this show. Everyone respects each other's style, even if they don't feel it, and that's how it should be. We are all car guys, after all.

We can't wait to see what the Players Crew have planned in 2016 for their 10th anniversary show – if it's half as good as this one it'll still be a corker! Maybe we'll have to dust off the old gazebo and bring along a stand ourselves! Roll the pictures...







HENRY GILBERT'S AUDI A6

We love this sleek C7 built by the main man at Riiva Design, Henry Gilbert. Henry has been making a real name for his company in recent months with some innovative air installs and his company demo vehicle dumped over Rotiform CCVs certainly shows people what Riiva is all about.



Michael Fisher's Saxo is on another level



Boyden Barlow's S14 from the cover of issue 361





BEN READER'S POLO GTI

This awesome Polo is the work of Ben Reader, featuring a full fat engine rebuild housed in a smoothed bay, awesome kevlar Corbeau Revenge seats and those 8x16in Compomotive MO6 rims with custom made carbon turbo fans. Great work, great car!



OLD SKOOL MERCS

We told you there was an eclectic mix of motors on display and Rory Hamilton's W115 and James Aveil's W114 Mercedes prove this. Stunning builds, stunning cars!





TOM LILICO'S BMW Z3

With Lambo Diablo centred wheels and a trick air suspension set-up this is one of the best Z3 we've ever seen. The Grip Royal wheel is cool too; in fact everything on this motor is fappin' cool!



Wow. Just wow



HAPS' GOLF R32

We've been following this build for over a year now and Haps informs us it is pretty much ready for a shoot, underlined by the fact that he picked up a prestigious Players' prize. Now just to pin him down before he changes his mind, wrap, wheels, interior... Wish us luck!



SPECIAL GUEST

This year's Players had a special guest flown in all the way from America, nope it wasn't Vin Diesel but Ken Block's Gymkhana SEVEN car, dubbed the Hoonicorn. This Mustang-bodied beast boasts an 800bhp Roush Yates V8 and an all-wheel-drive transmission. Car legend!



TOP TREND – BRAND LIVERY

There seems to be a micro-trend forming of cars wearing livery of cool brands, some inspired by motorsport, others by booze or energy drinks. It's definitely not for everyone but we're tipping this style to get bigger in 2016, and this little lot can claim to be the innovators.



All these are making me thirsty





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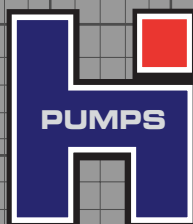
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SWEDISH HARDCORE

AARON HARRISON'S C30 DISPELS ANY NOTION THAT VOLVOS ARE STAIID, PLAIN AND BORING – THIS THING LOOKS BANG ON!





“Sod it, let’s get some hydraulic suspension on it!”



Volvos. There was a time when these stout, boxy, Swedish cars were known for two things as far as your average UK buyer was concerned; amazing safety and the ability to transport an entire antique shop across the country without breaking a sweat. Volvos were solid, dependable cars for solid, dependable people.

Chances are your geography teacher had one; probably a 240 estate in that weird maroon-red they often came in, and chances are he loved it more than corduroy.

Thing is, Volvos have always had a bit more going on than meets the eye. The old 240 – that most Volvo-ish of Volvos – could be had with the famous ‘red block’ turbo motor and that, coupled with its rear-wheel drive layout, equalled great hooning potential. We like Volvos.

Over the last quarter of a century or so, Volvo has endeavoured to change its image. Out went the boxy styling (though the incredible safety record remained), in came challenging designs and a desire to take on the likes of BMW, Audi and Mercedes. Running the amazing T5 in the ‘94 BTCC

certainly went a long way towards dispelling any notions of Volvos being staid and boring, and by the time the sharp looking C30 hit the scene in 2006, we were about ready to accept that Volvos were now a little bit cool and unconventional.

There’s certainly a lot to like about the C30. It came with a decent variety of engines (including the five-pot monster eventually used by the Mk2 Focus RS), looked distinctive, and boasted a pin-point sharp chassis. The ideal starting point for a project then, certainly that’s what Aaron Harrison, the owner of this one, thought.

“I was serving in Afghan when I decided to look into the C30, especially after I saw the Polestar racers and the road cars,” Aaron explains. “I wanted a D5 but they’d stopped selling them by the time I was ready to buy, so I got a D3 instead.”

The car was totally as Volvo intended when Aaron bought it back in 2012, and it remained that way for a short while, Aaron taking time to plot his next move and how he’d set about stamping his personality onto the car.

A desire to have something other than the



more commonly tweaked Golfs, Leons, Fiestas and Civics was behind his decision to buy it in the first place, but that also meant that Aaron wasn’t exactly blessed with a wealth of ‘off-the-shelf’ tuning gear.

“I was at Heaven on Wheels a few years ago and got a bit pissed, probably not the best thing when surrounded by amazing cars and lots of inspiration. I remember calling my mate who fits all my parts and saying something like ‘sod it, let’s get some hydraulic suspension on it.’”

The four-way manual, two-way wireless hydraulic setup really is something special, a



Lolvo! Geddit?!



My, what a smooth box you have...



More stretch than a Swedish pornstar's nutsack. Probably



We had no Ikea a Volvo could look so Swede...

real work of art – and all custom made for this very car. The Jack Daniels-themed hydraulic ram install in the boot is just the icing on the cake of a very cool set up.

A number of different alloys had already been bought, fitted, run and replaced by this point, including a rather fetching set of Jaguar ones, but the allure of the Rotiforms proved just too much for Aaron to resist.

In the end he plumped for perhaps the classic Rotiform design, the ever popular BLQ2. The only issue was that he couldn't get a set in a Volvo-friendly PCD so had to go much further in his quest to make them fit, eventually having a set of 20mm 5x108 to 5x112 adapters made up, plus a whole lot of offset-based maths to make sure the wheels would still fit within the arch. They did (just) and boy do they look at home on the C30, particularly when the hydro setup is at its lowest setting.

Diesel tuning has come on in leaps and bounds over the last few years and eking extra shove from derv motors is a much more rewarding process nowadays. The 2.0 unit slotted between the wings of this C30 isn't to be sniffed at, especially now that Aaron's had it remapped by RICA Engineering and fitted a K&N filter. The result is a handy 201bhp and 451Nm of torque, plenty to pull the car along at a respectable rate of knots.

That said, this build has never been purely about number chasing and pushing for more power, with the majority of Aaron's time having been spent perfecting the looks of the C30, both inside and out. Peek under the bonnet and you'll be confronted by a selection of carbon hydro-dipped parts, including the air intake, airbox, battery and fuse covers plus many more.

The interior certainly hasn't escaped

Aaron's keen eye for detail and you'll now spot the aforementioned JD boot install, a collection of desirable Volvo optional extras and a full set of red Canbus LED bulbs, lending the whole interior a classy vibe.

The Volvo C30 was somewhat divisive when launched a little under a decade ago and the styling won as many admirers as it did detractors. What's beyond doubt is that it is distinctive, and still looks fresh to this day, so Aaron wisely chose to work with what Volvo had given him.

There's no tacky aftermarket kit, no stick on vents; just a lot of smoothing, colour coding and de-badging. All of this has served to underline the car's sharp styling without going over the top – certainly not an easy thing to achieve.

As to the future? Well, Aaron's nowhere near finished with the car and a number of plans are in the works. Bigger brakes will soon find their way onto the front hubs, while a change of either wheels or the wheel colour will take place sooner rather than later. After that it's time for more power!

Aaron plans to fit a front-mounted intercooler, beef up his fuel system and fit a hybrid turbo of some kind, all of which sounds like the perfect recipe for a cool as hell Volvo as far as we're concerned; true Swedish hardcore. **FL**



*JD install was a
whisky move,
but it paid off*

STYLING:

Volvo C30 D3 in white, smoothed front bumper, gloss black roof, Volvo load bars and colour coded roof box, colour coded callipers, Lamin-X tinted headlights and foglights, white LED side and license plate lights, chrome indicator bulbs, 5% window tint, hideaway US front number plate, US rear plate, SimplyClean US plate holder, JimmyUp US show plate holder, LoLvo US show plate, Heko wind deflectors

TUNING:

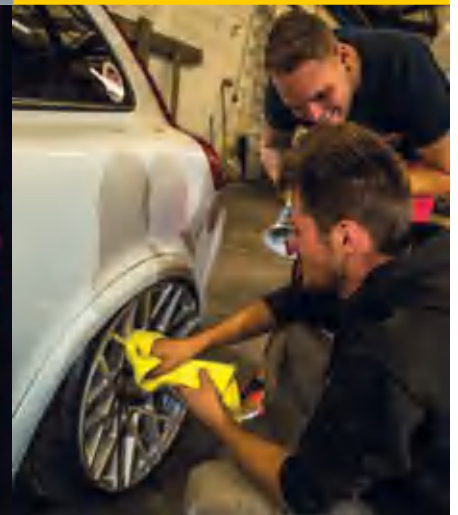
RICA Engineering remap to 201bhp and 451Nm, K&N panel filter, air intake, air box cover, battery cover, fuse cover, oil cap, coolant cap, water cap, engine badge, engine cover caps and slam panel all carbon hydro dipped, red rocker cover

CHASSIS:

4-way manual, 2-way wireless hydraulic suspension, Volvo strut brace, Rotiform BLQ2 8.5x18in (front) and 9.5x18in (rear), Nankang AS-1 205/40x18 tyres, 20mm 5x108 to 5x112 adapters

INTERIOR:

R-Design off white/off black leather seats, Dolby Digital Pro Logic 2 surround sound system, In Dash sat nav, Volvo sunglasses holder fitted to driver's side, Volvo sill protectors, red Canbus LED interior bulbs, Jack Daniels & hydraulic ram install



Capri photobomb!



AARON HARRISON

Worst part of the build?

"Going through so many tyres at a fair rate, but that's just the price you pay for running this low on stretched rubber."

Best part of the build?

"Probably the attention it gets at shows; it stands out."

BE PREPARED

WE CATCH UP WITH DODO JUICE TO GET THE LOWDOWN ON WINTER DETAILING



It seems to be getting colder and darker every minute, so it must be about time for those essential *FC* tips to make motoring in the harshest of seasons a tad less soul-destroying. Now, we'll get to all that battery testing and cold-weather tyre stuff over on page 70, but first we need to deal with the most important part of winter car preparation – protecting your paintwork.

There's all sorts of myths surrounding winter detailing, all the usual

guff like having to apply 16 coats of hard wax, heating your water to exactly 36° Celsius and washing your car every 3.7 seconds. But what's the whole truth? To get the answers we had to draft in a pro, and it just so happens that pro is Dom Colbeck, the main man at Dodo Juice.

If you're looking to get your car ready for the big freeze – and you should be, right about now – here's how it's done by the experts...





PRE-WASH

We all know winter is a right bugger for dirt, grit and salt on your paintwork. But before you go hitting it with the bucket and wash mitt it's vitally important to, at the very least, get the car wet first.

Most scratches and swirls are inflicted by contact washing and that's because you're essentially pushing all the heavy grime around with your mitt. A decent pre-wash procedure should vastly reduce the risk of scratching the surface. You're actually better off leaving your

car dirty over the winter than not pre-washing. It's that simple.

DO IT...

If you're in a fix, a bucket of clean water or even a watering can is better than nothing. That said, investing in a pressure washer will always be your best bet, because the water pressure alone will help remove the dirt. It's also a good idea to utilise a TFR (Traffic Film Remover) to chemically dissolve the grime,

especially on the lower areas of the car which attract the most heavy soiling.

Using a snow foam in conjunction with your pressure washer and a foam lance is also a great way of lifting and removing the muck without touching the surface. Work from the bottom of the car upwards, so, as the foam runs off, it's always replenished by the product above it. Maximum dwell time means more dissolving of dirt, so the thicker the foam you get on there the better.



WASH AND DRY

Now you've done a pre-wash for the heavy stuff, it's time for a contact wash to get rid of the remaining grime. The most important thing here is to use a good quality mitt and two buckets – one for clean water and one to squeeze out your dirty water. Some of the flasher 'professional' buckets out there come with integrated grit guards, which are good, but by far the best solution is to use two separate buckets, even if they're cheap Poundland jobs.

When it comes to drying, the humble microfibre cloth is your friend. Use these instead of a traditional chamois leather

because they have pile for any errant particles of dirt to escape into – a chamois could trap it and drag it across your paint.

DO IT...

Make sure you're using a decent quality car shampoo, preferably one that doesn't contain silicone or loads of shining agents – you'll only end up removing these later.

Don't be tempted to bung in a load of washing up liquid either. Unlike proper shampoo it often contains salt and can do more damage to your paint than you think, especially around stone chips and the like.

Use warm water in your 'clean' bucket because cold water is far less effective at dissolving dirt on contact – plus no one likes freezing their hands off while they work. Start at the top of the car and work your way down, using plenty of your soapy water. If you need to change the water half way through then do it – it only takes a minute and can make all the difference.

When you're wiping down the car with your microfibre, the use of a drying aid or even a quick detailer on each panel is always a good call. These will help lubricate any leftover dirt. Lovely jubbly.

BONUS: WINTER DETAILING GUIDE



POLISH AND WIPE

The next stage is surface preparation. This process is important, to make sure the paint is ready to accept those protective layers and consists of further decontamination (with a clay bar and so forth), a polish and solvent wipe down.

Some say an in-depth machine polish is the way to go, but in reality that's completely optional. In all honesty you might as well save all that effort for the spring time – your car is going to get dirty over winter whether you like it or not and never going to look as good as it could. Save the effort, save a micron or two of

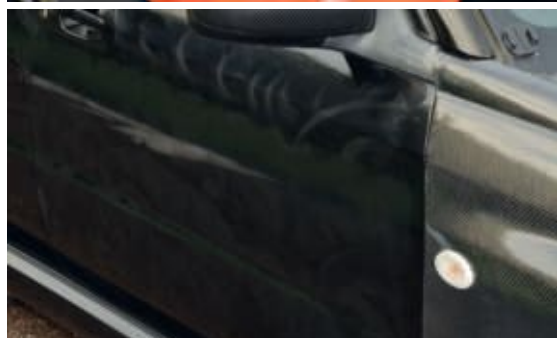
Clear-Coat and move on to a minor clay session and a quick hand polish.

Next – and perhaps the most important part – is the wipe down phase. As I said, many shampoos contain silicone and oils that level the optical finish (or, to us mere mortals, give a nice glossy appearance). These may be great for maintenance washes, but they're not so clever when you'll be trying to get a sealant to stick to the paint later. Wiping down the whole car with a solvent quickly dissolves these oils in preparation for the protection stage.

DO IT...

The polishing bit is simple enough, but what sort of solvent should you use? Well, although you can technically slap on some white spirit, panel wipe or even vodka, the best option is a dedicated tar remover or alcohol-based glass cleaner. What you're looking for is an IPA (Isopropyl Alcohol) concentration of 20-50 percent, no more.

Using a clean microfibre and your solvent, give the surface a good going over. By now it should be cleaner than a brain surgeon's whistle.



PROTECT YOUR PAINT

Now you have a paint surface free from dirt and oil it should offer perfect adhesion for LSP (Last Stage Protection) products. So now you can apply the layers that are gonna keep it nicely shite-shielded over winter.

A quality wax is of course better than no protection at all, but Dom suggests opting for a man-made paint-sealant or semi-synthetic hybrid wax if you can. There's various reasons for this, but basically sealants tend to be harder wearing, after all you'll be wanting it to last well into next year. Natural waxes are a

type of sacrificial layer meaning they degrade more quickly over time and also tend to pick up dirt along the way. Sealants on the other hand are engineered at a molecular level to repel dirt. The chemically gifted guys in white coats will tell you that their molecules are arranged in a more regular, orderly fashion and this stops the dirt sticking. The molecules in natural waxes on the other hand are much more randomly structured enabling the muck to penetrate and cling. The structural differences are similar to the ones between

plywood and chipboard, only a lot smaller.

DO IT...

Apply your sealant panel by panel, observing the instructions on the bottle. Buff off any residue on each panel with a clean microfibre before moving on to the next one. Make sure you don't miss any parts out, and then do the whole lot again when it's dry to build up another layer. Unlike waxes, many sealants are safe for use on side glass and trim too. Oh and don't forget your wheels while you're at it.



MAINTAIN

Believe it or not, the secret for perfect winter maintenance is not to clean your car too much. Now I realise that's a strange thing for a firm that sells detailing products to say, but unless you have any exposed metal or an older car which presents a rust risk, that really is the truth. Dom says, "If in doubt, leave it dirty, or you could do more harm than good." At most you should halve the frequency of

washing. Once a month is sufficient.

DO IT...

Pre-washing is essential and so is using a snow foam and shampoo that won't strip your sealant. Don't forget your paint is thoroughly protected and any dirt is now sitting on top of that layer protecting it even more. Chances are it'll slide right off with a quick once over

too, so there's no need to go batshit with the regime. Besides, that's why you did all that preparation in the first place, right?

Pre-wash, wash and dry your car as normal, but don't bother with any polishing or solvent wiping. If you're feeling flash you can top up the sealant with another layer, but that's it. Just enjoy the low maintenance motoring until spring!

WHAT ABOUT VINYL WRAPS?

They may look like paint but wraps are little more than big stickers, so it pays to be extra careful when prepping for winter. First be wary of any joins or edges when you're using your pressure washer – you don't want to lift these away from the car.

Obviously, you'll need to exercise the same level of caution during contact washing. Wraps should be dried in the same way as paint, but avoid quick detailers and drying agents on matt vinyls. They can't really be polished either, but a good wipe down with a mild solvent is always a good finisher. Look for a product with nothing more than around 20-percent IPA though. Harsh solvents will inevitably soften the surface making it a dirt magnet. For this reason too, the vast majority of waxes can't be used on wraps because of their high solvent content. As a rule of thumb, if you can smell the solvent you shouldn't use the product on your gloss wrap – obviously matt wraps can't be waxed at all.

When it comes to sealants, technically water-based products can be used to good effect, but then good quality vinyl is engineered to fend off grime in the first place. The vast majority of the time a simple case of pre-washing, washing and drying will

do the job. If you treat your wrap the same as very soft paint you shouldn't go too far wrong.

AND WHEN YOU'RE ALL DONE...

If it's gonna drop below freezing, get yourself a big bag of salt and use it on your drive, path or the road when you've finished your washing. All that rinse water coming off your

car will freeze overnight causing a lovely, slippery sheet of ice come morning. It may save you 30 seconds not doing this, but that'll come as no comfort when some old lady inevitably goes arse over tit or you end up crashing into your house. Just grab some at Tesco, do your best Jamie Oliver seasoning impression, and you'll sleep better. Probably.





TOP GEAR

While we were down at Dodo Juice we thought we'd get Dom's top five product recommendations for winter prep. Check out this lot...

Apple iFoam, £12.95 (500ml)

Quite possibly the best name for a detailing product ever. It tastes (You mean smells – Jules) of apples, creates a thick luxurious snow foam not unlike shaving cream, and I love it. This little

bottle can make up to 10 litres of foam with an ultra long dwell time, so it should easily last you the entire winter. If the weather is freezing you can even make fake snow with this stuff – that's always a good trick.

Supernatural Traffic Film Remover, £9.95 (500ml)

Perfect for the pre-wash stage, this TFR is perfect for heavily soiled paint, especially around the bottom of the car. It can also be diluted 1:5 for lighter cleaning jobs. Simply spray on, leave to dwell for five minutes and rinse off. The citrus solvents will do the business.

Clearly Menthol Glass Cleaner, £7.95 (500ml)

It's an alcohol-based glass cleaner with a 20-percent IPA content, making it perfect for a solvent wipe down on paint. It also happens to be pretty amazing on vinyl wraps. This one evaporates off quickly for a clean, residue-free finish, removing any oil and silicone. Oh and it smells like minty mouthwash. Weird.

Future Armour Nano Sealant, £3.95 (100ml)

One of the most user-friendly sealants ever made, this new product proves that a little can go a long way – with this you can quickly protect your whole car in minutes for under a quid. Use just a little on either wet or dry panels and it'll offer protection for two-to-four months. It also makes a great 'top up' product for your maintenance washes. Awesome.

Iron Gloss, £19.95 (100ml)

If you're meticulous about your sealants and want to put the effort in before winter, this is the one for you. It's a little bottle, but you don't need much to treat your whole car and it's so tough it'll protect the paint for between six months and a whole year! It can also be layered and used in conjunction with other spray sealants.

2015/16 WINTER PROMOTION

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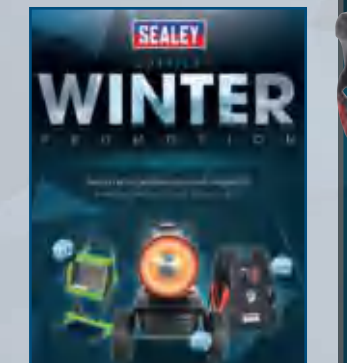
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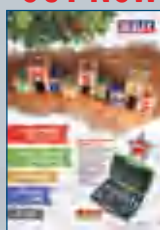


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Wrecked to Decked

**SVEN CLAES GIVES HIS 350Z A
NEW LEASE OF LIFE!**



HOT RIDE: NISSAN 350Z



350Z

Sven picked up his motor cheap due to its crash damage. However the second hand market for these cars seems to be dropping in price meaning you can pick up a minter for relatively little cash. A set of big hoops and a monster scoop of droppage and you're well on the way to winning in life.

When planning a new project most people go on the hunt for a solid base car as their foundation. Low mileage, a handful of owners, maybe even a couple of dings here and there would be okay. Anything more and you should prepare yourself for a whole load of ball-ache and lots of hard work. One man that's not afraid of a bit of hard work is our mate, Sven, from Belgium.

You see Sven's hard-dropped 350z started life very differently to what you see here today. The Nissan was classed as a Cat C insurance write-off and was up for auction through a UK site at a low price. Despite its major issues, Sven saw potential in the car and placed what ended up being the winning bid. Sven was now the proud owner of a wrecked 350z. The car was shipped over from the UK to his home in Belgium where the full extent of the damage could be assessed. The entire passenger side, windscreen and roof was completely totalled, but even this didn't put Sven off. Rolling up his sleeves and getting a couple of mates involved, the transformation began.

First up was to get the car back to a workable standard. This in itself was a challenge. The lads got to work stripping out all the damaged panels to repair, or replace them where needed. In a relatively short space of time, though, the car was back in a decent condition and they could begin to create Sven's vision.

The 350z was born to be slammed, and getting the Nissan sitting pretty was Sven's main goal. As standard, the 350 has a shed load of arch space which is perfect for running a low and wide stance. That's not stopped Sven from rolling both the front and rear arches – just to be sure though. It would have been easy to hook the car up with an air suspension kit, but as we know Sven doesn't do easy and wanted to challenge himself by getting the perfect static fitment. A set of custom made BC coilovers were ordered and bolted up to the car.

When it came to sorting out a suitable set of hoops, Sven wanted to go wide and concave. These Japanese Racing JR11 wheels are just the job, weighing in at a girthy 10.5x18-inches front and rear. To



Quick release is neat



JR Wheels

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“Getting the car sitting pretty was
Sven’s main goal”



STYLING:

Nismo front bumper; matt black lights front and rear; rolled arches front and rear; rear lip; smoothed boot.

CHASSIS:

Custom BC coilovers; 10.5x18-inch Japan Racing JR11 wheels ET8 front and ET38 rear; Dunlop 225/40x18 tyres; OEM Brembo brakes.

INTERIOR:

Nardi steering wheel; carbon Bride seats; Takata seatbelts; Cusco roll cage; dildo shifter.

ICE:

Bose headunit and speakers.

THANKS:

My wife for her support; Ivan for an amazing paint job; Patatje for the bodywork.

Oof! Aggressive fitment and then some

get them sitting just right they have a staggered offset of ET18 and ET38. A cheeky bit of rear camber has been dialled in for good luck and the wheels have been finished off with stretched Dunlop 225/40x18 tyres. The end result is nothing short of static perfection!

With the stance box well and truly ticked, Sven moved on to sorting out that bodywork. The 350z is already a tidy looking motor and it only takes a few subtle mods to completely nail the looks. The biggest change is the addition of a Nismo front bumper and tinted headlights which has given this Jap motor a real dirty looking scowl.

The rear end has had a bit of a makeover too, by way of a smoothed boot and rear lip – nice! The car was then sent off to Sven's mate, Ivan, who has re-sprayed the whole car in matt red which looks killer when combined with the white wheels.

The interior hasn't been neglected either. A Nardi steering wheel replaces the ugly plastic Nissan version, while both front seats have been replaced with carbon Bride seats wrapped in Takata seatbelts. A Cusco cage also looks well tasty.

With plenty of hard work and a lot of help from his friends, Sven has not only managed to resurrect this 350 from the dead, but completely re-invent it. Good work our Belgium buddy! 🇧🇪

**SVEN CLAES**

Nice car mate but what made you buy one in such a state?

"I like a challenge. The car was cheap and I knew I could re-build it."

Good stuff. What made you go static over air?

"Air would have been too easy, I wanted to prove you could run just as low on a static set up."

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 Finishes: Polished Silver, Gun Metal



CALIBRE CONCAVE RANGE, FROM £600 (SET)

It has to be said Calibre have covered all the angles for the larger VAG and BMW Bahnstormers with this brand new trio of top quality hoops. It's kinda spooky, almost suspicious, as if all three are specifically designed to have the whole market totally sewn up. There's definitely something for everyone and that's just for the direct-fittments - with a set of PCD adaptors there's not many motors out there that one of these designs wouldn't look amazing on.

I suppose it's somewhat stating the obvious to say that the CC bit of their name stands for concave, although we're not sure about the F, M and R - Feck, Me, Royally? They've certainly got that sort of look about them.

In fact, there's no shortage of wow factor with all three. It's not just the slick Calibre take on some classic Germanic designs, or the girthy selection of meaty staggered fittments in offsets that aren't gonna be a

massive arse to adapt or space to perfection. It's the fact that they've bothered to make them in two elegantly restrained, expensive-looking finishes, but they're punting them out at a downright stupid price that I actually had to go back and re-check. Twice.

In other words, provided you can actually fit them under your arches - you just can't lose. And that's a rare thing.

www.wheelwright.co.uk

7TWENTY COILOVERS, from £749 (set)

We've seen a few of their epic drift-inspired wheels over the last few months but, it looks like the bods at 7Twenty aren't willing to stop at making some of the UK's finest hoops – now they want to offer the whole bloody package!

It's nice to see they're deadly serious about keeping their super-sideways philosophy though; each and every one of these stunning new coilover kits is only available for rear-wheel drive motors. Despite what the odd Muppet might say on Facebook – you just don't go drifting in a Golf GTi, right?

They cover pretty much any motor you could ever want to get your arse out in, too; everything from Nissan 200 SXs and Skylines, to S2000s, BMWs, Toyotas and even everyone's favourite little entry-level rag top, the Mazda MX-5. Suffice to say these puppies should sort the drift crowd right out!

We're also loving the comprehensive spec. Complete with camber-adjustable pillowball top mounts and 32-stage damping adjustment, they're ideal for the track but compliant enough for the street. As for the way they look – it just seems like a massive shame to hide them in your arches, they should be in a gallery or something!

These are available off-the-shelf or, if you're a bit fanatical about your setup, they can hook you up with custom lengths and spring rates. The price is certainly right too. Good game, good game.

www.7twenty.co.uk



SMARTBOX JUMP PACK, £70

If I came home one day to find my Granny doing cartwheels around my living room dressed as Spiderman, singing the Sex Pistol's greatest hits – I still wouldn't be as amazed as I am with this little gadget from Workshop Plus.

Now, we've tested approximately eleventy-billion portable power packs here at FC, some of the larger ones can even be used as jump starters, but I've never seen a full-blown 400 Amp jump pack that's smaller than my iPhone. I mean, I'm not even a show-off with an iPhone 6 Plus – even in my little girly hands you can see that this thing is tiny.

Usually you get one or the other; either a small box that'll charge your phone or tablet via USB or a whacking great jump pack that you need arms like that Duane 'the' Rock bloke to operate. This baby does the job of both, and it's got a built-in torch, too!

With the ability to do multiple starts on a single charge it's not just for equally tiny motors either – this will breathe life into a car with a 3.5-litre lump, which is impressive to say the least. My favourite bit though is that you can also use it to power a portable fridge... looks like that's next year's events sorted then.

Happy days.

www.smartbox.uk.com



AIR LIFT HONDA V2 KIT, £2000 (FULL KIT)

To say this one's been long-awaited is something of an understatement but we love being the bearers of good news so here it is – the new V2 air-ride kit for the EG and EK Civic from industry legends, Air Lift Performance. Designed to fit the CRX, Del Sol and DC2 Integra too, this awesome package has 9-way adjustable damping for all you Honda guys who lose sleep over finely-tuned chassis performance and includes absolutely everything you need to get it on the car, using only basic hand tools. No more smashed-up Mugen splitters for us – lovely.

www.airliftperformance.com



COOPER CS8 TYRE, £TBC

Cooper's out-going CS6 tyre was a spanking bit of sticky rubber and we were almost filled with rage to hear it was being replaced with a more 'eco-friendly' version. That was until we saw this, the new CS8. Yes, it may be a bit lighter on the polar bears (if you worry about such things), but the most important thing here (especially for those of us in the UK), is that this one has been given a full-on A-rating for wet grip. That basically means the performance is the best it can possibly be and we just can't wait to get our mitts on a set to make sure. Offering exceptional handling characteristics it also incorporates their ridiculously clever 'Wear Square' indicator built right into the tread. Get online to check that one out for starters.

www.coopertyre.co.uk



JUICY DETAILS RANGE,

From £9 (Bleeding Iron)

Check out these all-new cleaning bits from the guys at Juicy Details. These four items have been just added to their 200-strong range and offer the same UK-manufactured quality that has made Juicy a force to be reckoned with over the past few years. Obviously they come with their trademark collection of crazy scents too... all except the brake dust, iron remover stuff - that just smells bleedin' awful!

Being a family-owned business that started out in professional valeting, the emphasis is on developing products that work amazingly but, perhaps most importantly, are an absolute pleasure to use. It's popular stuff too - I've seen loads of ladies walking around Dartford with Juicy written on their velour-clad arses. You just can't buy marketing like that!

Anyway, the new line up includes Bubblegum Fast Wax, Apple Bomb Shampoo, some pretty damn powerful Artic Wipeout SnowFoam and the stinky iron contaminate remover called Bleeding Iron. I just wish these pages were scratch and sniff - you'd be bowled over!

www.juicy-details.co.uk



DIRENZA GOLF GTI/TDI EXHAUST,

£430

Mk5 Golfs are more popular than ever now because not only do they offer all the practicality and German build quality you could ever ask for but, even the 2.0 GTi models, can be picked up for around the price of 20

Sovereign and a packet of King Size Rizla.

Obviously there's a shed-load of parts available too, which makes life much easier for modding nuts, but unfortunately, as we know, VAG parts often come at a premium, especially when it comes to quality stainless steel exhausts. That's not the case here though. At

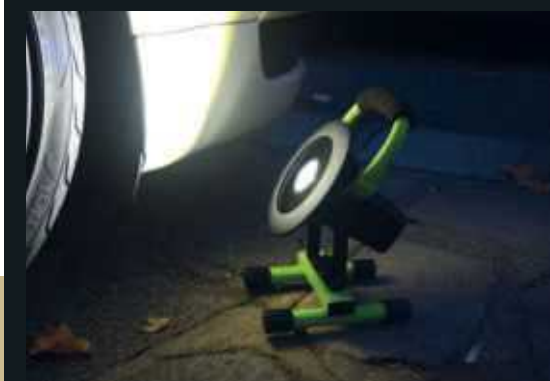
430-quid, this fully mirror-polished, dual twin-exit monster has to be one of the bargains of the year. And that includes delivery too!

Mandrel bent from T304 stainless steel and with titanium-style burned 3-inch tips it'll no doubt look the absolute bollocks and should see gains of around 15bhp on the GTi. If you've opted for the more economical, emissions friendly (or so they say in the VW engine mapping department) 2.0 TDi model, it'll fit that too.

www.direnza.co.uk



TOOLBOX ESSENTIALS



SEALEY FLOODLIGHT, £42 (Christmas offer price)

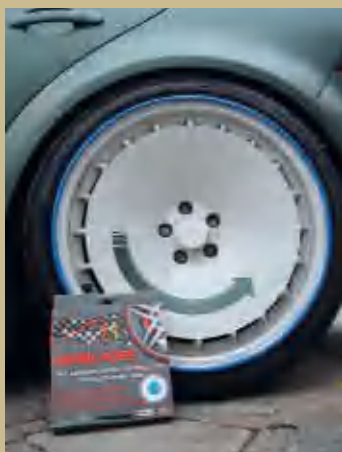
It's a useful thing to have around at the best of times but due to the fact the sun buggers off about 2pm, a decent work light is an absolute necessity at this time of year. This super-bright rechargeable LED floodlight is new from Sealey but is easily one of the most powerful portable items we've seen to date. Constructed from die-cast aluminium with a tubular steel frame it's certainly built tough too, and with strong magnets incorporated into the base it should come in handy for plenty of those annoying DIY winter repairs.

We like the fact that it comes complete with an in-car charger, as well as the normal mains job, and we love that it'll bang out the light for up to 120 minutes on a single charge even more. A top addition to any toolbox.

www.sealey.co.uk

RIMBLADES, £30

British company Rimblades have come up with the first truly universal products for protecting your wheel lips (not to mention covering up any minor kerb damage you may already have). Designed as a protective, sacrificial layer should the worse ever happen, they have two different self-adhesive versions ready to go - 'Rimblades' which have a clever multi-profile fit shape, and 'Scuffs' which are designed for wheels with more of a flat lip. Available in loads of different colour options, you get a roll of over 7-metres of the product which should be more than enough to protect 4 wheels of up to 22-inches each. Just stick 'em on and away you go. Simple. www.rimblades.com








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PD08K Kit	Yellowstuff highest friction pads and USR slotted black Geomet® discs
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PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted black Geomet® discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
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Britemax

Black Max Glaze and Vantage Wax

We all know there's more than one process when it comes to paint restoration and protection but it's still surprising how many people get confused between a polish and a wax. The thing to remember is 'polish to prepare, wax (or sealant) to protect', it's that simple.

These two categories should be the final stages in your detailing regime and you just can't have one without the other. A wax is a sacrificial layer applied to protect your paint from the elements while giving it an added level of gloss and wetness, so without getting the surface perfectly prepared

first just what are you protecting? Scratches and swirl marks. There's certainly no point in polishing without using a LSP (last stage product) either – you'll just be letting all your hard work go to waste.

No, they have to work as a team and that's why this month we have two products from Britemax, which they claim, go hand in hand as one of the most superb finishing combos on the market. Let's see if they're right...

FROM: £13.99 (Black Max)
www.britemax.co.uk

Tested

Black Max is an ultra fine polishing glaze and, as the name suggests, it's black. Now, usually you'd expect a product like this to be exclusively for black (or at least very dark) paint, because many products that contain coloured pigments are marketed as such. Thankfully though this one can be used on any finish and applied either by hand or with a machine polisher.

Being an ultra fine abrasive, this polymer-based product is designed specifically for the final stage of polishing to give depth and remove swirl marks along with micro swirls left by more aggressive compounds. That said, in the interests of giving a thorough test, I purposely went for paintwork that had seen better days – just to see what this stuff could do. In the real world I'd usually give this kind of damage a good going over with an aggressive cutting compound, followed by a deep cleaning polish first. This time the only preparation was a quick wash and dry.

Black Max spreads well and is easily worked into the paint, it quickly levels and shines with hardly any pressure on the pad, but what's really nice to see is the excess residue wipes off easily with a clean cloth rather than creating a load of hard to shift build-up.

Vantage Wax is next and, although it has a very high Carnauba content, it still spreads like butter, actually melting into your cloth or applicator pad. After the Black Max has left such a well-prepared surface it spreads thinly giving a nice even coat. After ten minutes (the recommended curing time) the wax residue buffs off with next to no effort.



Midge's verdict

The results are impressive. Black Max is clearly not designed as a hardcore restoration compound but, even on seriously unloved paintwork, it really does the business. It certainly had no problems taking out swirls and imperfections while adding several layers of depth and shine here. It may be a small thing, too but I like the fact that the polish is black because the residue tends to show up so you don't miss any when you're buffing off the excess, especially if you get a tad carried away and splatter it everywhere. Just try to remember a little goes further than you think; just work it in and add more only if you need it. A bottle should last through quite a few polishes. This stuff smells bloody good too (as does the coconut scent in the Vantage Wax) and the lack of harsh chemical aromas makes it a pleasure to use. I also found it pretty useful for polishing out small scratches in plastic headlights and wind deflectors.

The Vantage Wax is something of a treat to use. Both products are dead easy to buff off but this one just pips the other, and that's unusual for any hard wax. A deep 'wet-look' gloss is simple to achieve, especially if you take the time to put on a couple of layers, and the beading performance is spot-on too. A standard tub of Vantage is priced at around 40-quid and that may sound like a fair chunk of change but again, you only need to apply a very thin layer to offer protection for up to 4-months. With that in mind a single tub could actually last years – you'll probably get through two or three projects before you finish one of these.

In a nutshell: No gimmicks, just the perfect combination



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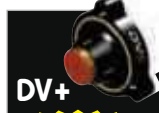
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If there's one thing every bloke needs, it's a decent drill. It doesn't even matter if you regularly work on your car, in any combat situation sooner or later you'll need to drill a hole in something and when that day comes nothing else will do the job. There's no point looking at anything too cheap either; usually when you stick those in the cupboard for more than 2-days, you'll end up going out and buying another when you need to use it. So, if you haven't got a quality drill, there's no point in having one at all – end of.

The real question here is – what's the

advantage of having an impact driver too? Well it's all down to how you use it. A decent drill driver will be able to tackle most screws and fixings but, because they rely on twisting them with sheer torque, they'll never be as effective as something with the shock-hammer action of an impact driver. All too often drills can strip the screw (or star, allen and torx) heads, leaving you in all sorts of trouble. An impact driver simply shocks them in or out, with much less chance of ripping them up.

It's pretty much the same thing as the impact wrench you'd use for taking off

wheels or other high-torque nuts and bolts around your car. But instead of accepting standard 3/8 or 1/2-inch sockets it'll have a chuck designed for common 1/4-hex screwdriver bits – and we all know there's plenty of them on the market.

So, do you spend your money on a quality drill or choose a decent impact driver instead? It's so much better when you can afford both...

PRICE: £67.65 (LIST PRICE)
www.silverlinetools.com

The Products

Like most modern drills (except the really cheap nasty stuff) this one comes with a keyless chuck and, while that's a small thing, it makes a massive difference to usability and prevents any of the inevitable temper tantrums when the chuck key goes missing. The spec here is damn good too, definitely up there with units at over double the price. With 16+1 torque settings and a twin-speed gearbox it's capable of drilling through 19mm of wood and up to 6mm thick steel – more than enough for the vast majority of things you'll ever do on a car.

The impact driver is similar in design with the same rubber vibration-resistant handle, there's also the infinitely useful built-in work light which you don't see very often at this price. With up to 90Nm of torque it's an unusually powerful bit of kit, with a set of the right hex-drive socket bits it's meaty enough to be used as an impact wrench too – then there's a whole new world of options opened up for the bolts all around your car. For tackling screws and fittings with hex or star heads for interior trim, dashes and other such items it's even easier – basically a big electric screwdriver with all the advantages of a heavy duty impact wrench. As soon as you pick them up it's obvious that both items are built to be robust; they feel solid, like you could hammer nails in just with the body, and that's always a good thing.

Inside they contain all-metal gears for supreme longevity and there's a reassuringly metal front end on each, again that's unusual on anything but the more high-end stuff.



Midge's verdict

Like I said at the very start of this test, every man should have their own drill, it's in the Bible, I think. Anyway that's a given but what's great here is the most obvious thing – for less than the price of a decent drill, you get exactly that but with a proper impact driver thrown in. Once you've used an impact driver, you'll never go back to trying to coax out stubborn screws with any normal drill, trust me, you just won't.

When you have a combo like this it's great for jobs like building installs or anything else that requires drilling pilot holes and then banging in screws. It simply means you don't have to mess about swapping out drill bits every three seconds. It's good that this twin pack comes with a battery for each item, for much the same reason.

Speaking of those batteries, I like the fact that they're small and no bigger than the handles, it just makes both tools so much more usable than those with whacking-great batteries on the bottom. In fact, it's almost as if these are specifically designed for all those tight, awkward spaces that seem to come as standard when you're messing about with cars. For the money, you just can't go wrong.

In a nutshell: Get 'em on your Christmas list!

VIBE

Pulse Range

From £24.99

The audio world has been inundated with spanky new products over the last few months and that can mean only one thing – Christmas is well on its way.

Still, most companies have limited their releases to one or two new items and that's exactly where British firm VIBE Audio have dared to be different. They've decided to go the whole hog and launch an entirely new range. Talk about ballsy!

They've called the new line-up PULSE and it includes everything you need to get a full system in your car for much less than you might think. Using the knowledge and technology from their award-winning Slick and BlackAir ranges they've managed to create a selection of seriously affordable products with a big difference – they all offer the best quality sound that's humanly possible. In other words, the entry-level audio game has changed.

SPEAKERS, FROM £25

All the common speaker sizes are catered for here. There's 4, 5.25 and 6.5-inch two-way coaxial jobs and even a cheeky set of three-way 100watt RMS 6x9s. With rigid injection moulded polypropylene (IMPP) cones, nicely designed surrounds and grilles, along with handy, multi-fit Euro baskets, they certainly look the part too.

What's really nice to see though, and not that common in an entry-level range, is the option of a quality set of components. These 80watt RMS PULSE6-V4 items have to be the jewel in the crown – especially as they come with silk dome tweeters and proper separate crossovers. They're under 45 quid a set too. Lovely.



AMPS, FROM £65

There are two PULSE stereo amplifier options and both are specifically designed to run all the speakers and woofers in the range. With class AB electronics, these external units offer seriously low noise with minimal distortion and pump out a respectable 60watts RMS (150watts peak) @40hms per channel. They'll also run at 20hms for a little bit more. Both four- and two-channel configurations have bridgeable channels for running woofers, extruded aluminium heat sinks for superior cooling and all the variable crossover and bass boost gubbins you could ever need to get them perfectly set up.

What's seriously clever, too, is the introduction of 'Autosense' into the high-level inputs. This feature basically senses the music signal to automatically power up the amp, meaning you don't have to wire in a separate remote lead. And there was me thinking only the really high-end stuff could do that!



SUBS AND ENCLOSURES, FROM £40

There is of course a top quality single sub option. Their new 12-inch 300watt RMS (900watts peak) item is an absolute gem, too. Not to mention a bargain at just 40 quid. Being world famous for their ported, bass reflex enclosures though, it's no surprise that VIBE have decided to add a few of these perfectly-engineered sub and box combos to finish off the PULSE range.

The first is a passive enclosure in a rather fetching old-skool tube design. Containing the very same 12-inch sub, but in a specifically tuned enclosure, the performance will be right up there with the best when used in conjunction with either of their new external amplifiers.

There are three fully active enclosures available, ranging from 110 to 130 quid. These 'wedge' boxes include an eight, 10 or 12-inch PULSE woofer and an exclusive PULSE Bass 1 amplifier built-in for up to 900watts. That lot should be able to sort out just about any system requirement.



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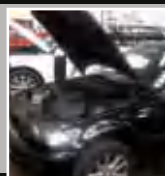
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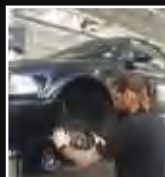


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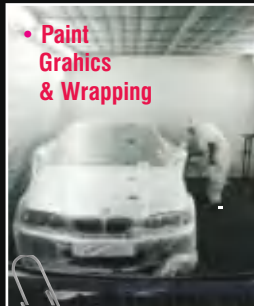


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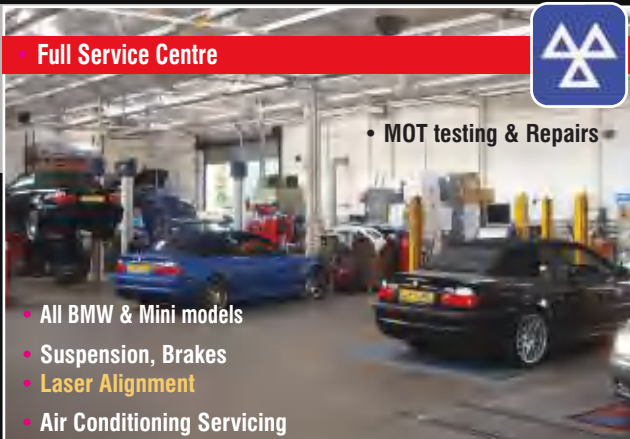
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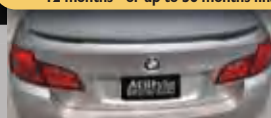
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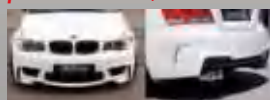
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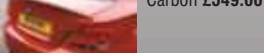
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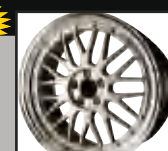
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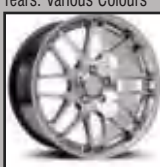
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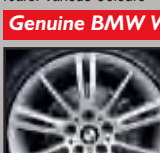
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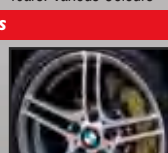
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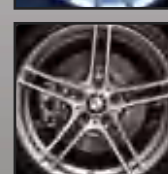
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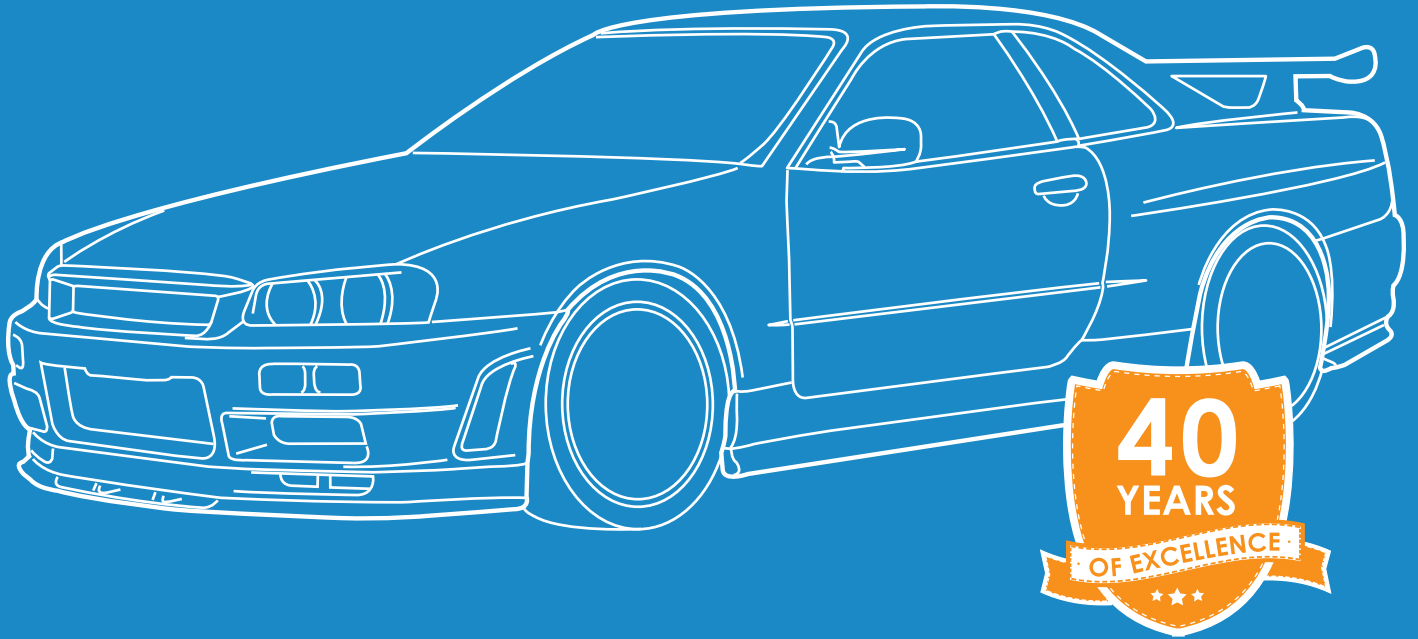


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GOLDEN GENERATION

TWO GERMAN CARS STUFFED WITH CUSTOM TOUCHES, TUNED ENGINES AND AMAZING FINISHES SET THE STANDARD FOR CONTEMPORARY HOT HATCH MODIFYING.



"I fitted the kit and it worked, but I kept snapping drop links..."



Rose tinted specs are powerful things, and it isn't hard to make a case for nostalgia being one of the most powerful driving forces behind this scene of ours. It's nostalgia that pushes the prices of once fun, affordable fast cars to stratospheric levels, and nostalgia that bestows a kind of legendary status on cars that most of us have never sat behind the wheel of. The Mk2 Escort is a case in point; barely fifteen years ago these cars could be had fairly cheaply, particularly as classic 'one lady owner' examples could still be seen pottering around. Now any MOT'd two-door is a five grand car at least (normally much more), and while there's little doubt that the second gen Essex legend is a cool car, is it really worth that much?

The point we're trying to make is that despite not having cool nostalgia on their side, the hot hatches we can buy right now are better than they ever have been and that you could make a solid case that we've never had it so good. The two very different cars you see here are classic examples.

The Audi A1 is a 1.6 diesel and a car that, in standard guise at least, barely made over 100bhp. The fact that it's now pumping out a whisker under 170bhp thanks to a Stage 2 remap, a DPF delete and a custom 3in system tells you all you need to know about how far diesel tuning has come. The MINI is more powerful still, a 260bhp monster with perfect paint and loads of excellent styling tweaks, and both are fantastically usable cars that can handle the hurly-burly of modern traffic without breaking a sweat.

"I work for Audi so of course getting one of their cars made a lot of sense, but it was a decision made mainly for practical reasons – I needed something sensible and frugal to use on a daily basis... it's fair to say that I didn't intend to go as far with it as I did," explains the owner of the A1, Beau Cowlin.

Things started fairly slowly, Beau taking his time and applying a selection of exterior tweaks to lift the look of his car. His access to the Audi parts computer undoubtedly helped him track down some

Ispiri rims are all kinds of awesome





Rear is home to air and audio

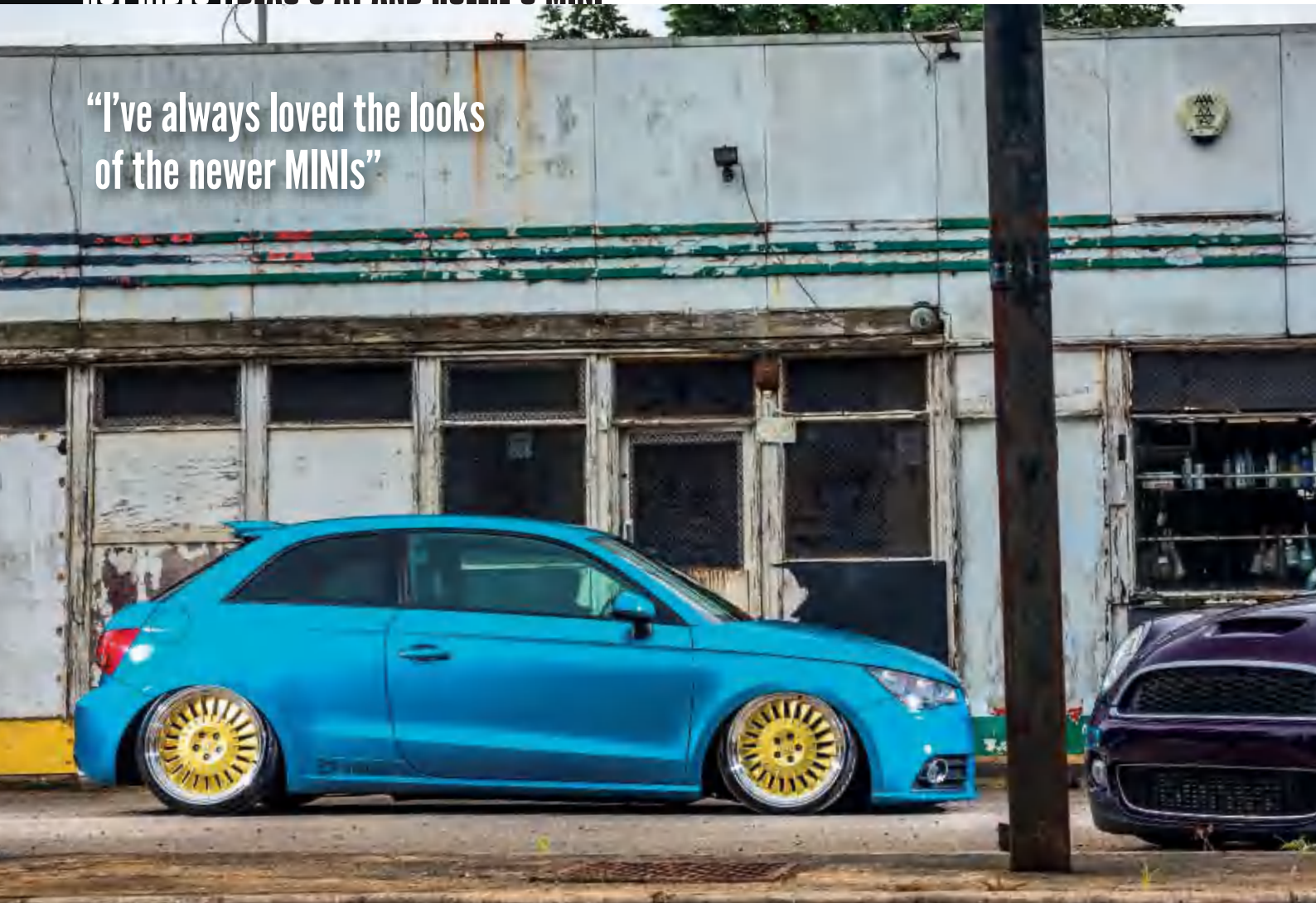
of the coolest bits and pieces here, those exclusive S1 additions being by far the most impressive. Gear like the Competition-line side skirts, front lip, rear diffuser and the S1 rear spoiler is hard to get (only 333 of those diffusers were made) and required Beau to submit his logbook as proof of ownership. He was also forced to buy everything at the same time, thus ensuring that it was an eye-wateringly expensive day at work.

Was all this expensive hoop-jumping worth it? We think so, particularly when paired with the 3M 1080 gloss Atomic Teal wrap applied by JD Wraps and some of the most exclusive alloys we've ever had the pleasure of featuring.

"The car's actually had loads of wheels over the years; I started out with some 3SDMs, then some Rays split rims, some OE ones and a few other designs, before I finally settled on these Ispiri



"I've always loved the looks of the newer MINIs"



CSR1D's," recalls Beau.

These were actually custom made, so at the time they were the only set in the world though that's no longer true, as the public demand was so great that Ispiri took the decision to put them into production. Imitation truly is the sincerest form of flattery and all that...

It hasn't all been plain sailing though and Beau admits that perhaps the most frustrating aspect of the build was the air suspension set up. At the time the A1 was not a popular car in tuning circles and that meant that there was a distinct lack of 'off the shelf' tuning gear, hence the bespoke kit now found tucked under each arch.

"I fitted the kit and it worked but I also kept snapping drop links and going through top-mounts," explains Beau. "In the end I worked out that fitting Lupo top-mounts would solve the problem as they've a shallower 'bowl' and could take the strain."

Since then it's been a case of steady improvement and perfecting a car that's already pretty much flawless. Few extensively modified cars go unnoticed when driven on a daily basis and most attract positive comments, but we honestly do think that the only way to trump the crowd appeal of Beau's A1 would be to rock up with a reg-plated LMP1 car.

As impressive as all this is it's only when you see Beau's A1 parked up next to Hollie's MINI Cooper S that you can really grasp how well built these two cars actually are. We distinctly remember those rumblings of dissent when BMW lunched the 'new' MINI all those years ago and mumbled about how the car didn't deserve to wear the badge, but those have long since faded out now everyone knows just how good these 'Binis' really are. For starters there's that 1600cc engine, an unprepossessing little motor that's been coaxed into making some truly amazing power figures over the years. The one in Hollie's car now shoves a handy 260bhp to the front wheels thanks to an EMP Performance turbo-back exhaust system, AirTec

FMIC and an aggressive remap, all of which help make this one a seriously pokey MINI.

"Performance was a big factor behind my decision to get one of these in the first place, that and the fact that I've always loved the looks of the newer MINIs... I knew I could put my own stamp on one," explains Hollie.

FK coilovers and some 3SDM alloys got the modifying ball rolling, though the biggest changes were undoubtedly Hollie's decision to also fit air suspension and have the entire car repainted in a striking hue, Audi Merlin Purple. There's no denying that the latter makes the car stand out for all the right reasons, though it's only when you





HOT RIDES - BEAU'S A1 AND HOLLIE'S MINI

get up close that you can truly appreciate how well the MINI's been both prepared and painted – flawless just about covers it.

Fresh paint is only half the tale here though – check out the painstakingly smoothed bodywork for further evidence of Hollie's commitment to perfecting her MINI. The arches have been tweaked and 'encouraged' to accept those beefy 8x17in (front) and 9x17in (rear) Rotiform three-piece splits, while both front and rear bumpers have been smoothed and cleaned, along with the boot, bonnet and aerial recess. It's all too easy to get carried away with cleaning and smoothing, particularly on an already curvy car like the MINI, but we think that this is pretty much perfect, the ideal balance between custom and OEM.

"The bodywork made a massive difference to the overall character of the car but so did the suspension setup, though getting it to work correctly took a bit of time and trial and error."

Hollie struggled to get her preferred air setup for the car, bellowed bags at all four corners, in the end having to settle for a traditional sleeved and bagged arrangement instead. No matter though, as the kit itself looks amazing, works brilliantly and can be viewed via the MINI's custom install, the latter looking better than ever thanks to the liberal use of Alcantara in its construction. The interior also benefits from carefully thought out and applied modifications, our personal highlight undoubtedly being those stunning custom Cobra Misano Anniversary Edition bucket seats, resplendent in half leather and Alcantara, with carbon fibre backings and purple stitching.

We've no doubt that many of you will refute our opening suggestion that modern cars are better than older ones (and in some respects we'd agree), but regardless of your opinion on the merits of old school vs new, you should respect the amount of work that Beau and Hollie have put into these two cars and the amount of power that they've managed to extract from them. Both are real home built heroes, taking shape on driveways and in cramped workshops and built until the wee small hours, both groan under the weight of clever custom touches and both serve as a reminder of just how good the current crop of hot (and indeed warm) hatches really are. [F&A](#)



*Ltd edition Misanos
are very nice*



TECH SPEC: AUDI A1

STYLING:

Wrapped in 3M 1080 gloss Atomic Teal by JD Wraps, smoothed front bumper and ariel recess, smoothed OEM accessory Competition-line side skirts, OEM accessory Competition line front lips, OEM accessory competition line rear diffuser with custom dual exit exhaust cut outs, plateless RS grille, tinted rear windows, Audi S1 rear spoiler

TUNING:

1.6 TDi CAYC engine with Stage 2 remap giving approx 170bhp, DPF delete, full 3in custom EMP turbo back exhaust with dual exit 4in tips

CHASSIS:

Ispiri CSR1d's 8.5x18 et18 (front), 9.5x18in et18 (rear), 2in chassis notch, AirREX Performance bags and struts with V2 Air Lift management, 7mm widened rear arches and pulled front arches

INTERIOR:

Custom boot install trimmed in Alcantara, TT pedals, V2 control holder, Alcantara trimmed climate controls, black headlining and pillar plastics, full VIBE Black Air audio system with a Black Air 5 channel amp and 12in Black Air sub

SPONSORS:

EMP Performance, Detailers Passion, JD Wraps, Ispiri Wheels, VIBE Audio

TECH SPEC: MINI COOPER S

STYLING:

MINI Cooper S resprayed in Audi Merlin Purple, custom rear arch work, smoothed front and rear bumpers, boot, aerial recess, bonnet badge recess, exterior chrome delete, JCW front grille

TUNING:

1600 N18B16M0 with custom EMP Performance turbo-back exhaust system, AirTec FMIC, Pipercross induction kit, Stage 3 remap, 260bhp

CHASSIS:

Airride with D2 struts and Air Lift V2 management, custom three-piece Rotiform TMBs 8x17in et25 (front), 9x17in et20 (rear)

INTERIOR:

Custom Cobra Misano Anniversary edition bucket seats in leather/Alcantara with carbon fibre backs and purple stitching, Alcantara roof lining, black painted pillars, grab handles and sun visors, rear seat delete, custom boot build trimmed in Alcantara, colour coded air tank, VIBE audio Black Air sound system with 12in sub, 5 channel amp, 6x9s and door speakers, carbon fibre vent and speaker surrounds

SPONSORS:

VIBE Audio, Prestige Installs, Detailers Passion. Thanks from both of us to: Eldin and the team at EMP Performance, Russell at Joyce Design, Grant McDonnell (GMD Online), Liam Eyles at LEP Automotive



Alcantara boot build is sweet



TOP 10 Winter Tips

*WINTER IS COMING – LET'S
MAKE THE BEST OF IT*



Unless some sort of nuclear warhead has been dropped on your local Wetherspoons since I've written this, I'm guessing it's pretty cold and miserable wherever you are in the UK. Barring those who have an Eskimo fetish, you probably think the British winter sucks as much as I do. Am I right, or am I right?

Now, unfortunately, we can't all bugger off to Barbados until next April but, that doesn't mean we shouldn't make the most of the next few months. Don't go into modding hibernation just yet. Instead think of winter as a golden opportunity. An opportunity to bolt together your dream car, plan your next project or brush up on your snow rally skills in the local car park.

To keep the smiles this season, there's loads of things that can be done. And even more essentials to make life just that bit more bearable. So, with that in mind here's our top 10 winter tips to help you punch Jack Frost right in the mush. Have that you cold-weather-waging bastard!

GET SOME WINTER WHEELS

If you've dropped some serious wedge on the perfect set of polished three-piece wheels this summer, trust me, they'll look far better sitting in your living room than on your car corroding away because of all the grime and salt on the road. If you're insisting on keeping them on the car you'll need an intensive cleaning and sealing regime and who can be bothered with all that? It's bloody cold outside!

Consider this too: because of the freezing temperatures you're far more likely to slide out and hit a curb, and that's gonna seriously ruin

your Christmas. It's estimated that there's an extra 250,000 accidents every year in the UK as a direct result of the winter weather. And wheels are by far the most commonly damaged item.

Of course, the best solution is to swap them out for some winter wheels that can take the hit. And there's plenty of entry-level hoops out there that can serve as a decent substitute. Don't make the mistake of thinking your winter wheels have to be shite either. Most modern painted or powder-coated

finishes will stand up to winter effectively if you're careful. And we all know there's plenty of budget items on the market that cost far less to maintain and replace than a set of summer spankers. They don't necessarily have to be a different size either. Then again, European-style steelies with big chunky tyres always look badass too!

TOP CONTACT

Wheelwright, www.wheelwright.co.uk

DON'T FORGET YOUR TYRES...

There's a reason you see those big RWD BMWs tooling around snowy alpine passes in Europe while the same cars here can't negotiate a mildly icy traffic island without ending up pointing the wrong way. It's not (well, not always) the driver. It's the fact they're all running proper winter tyres.

They haven't made it compulsory in the UK just yet, because apparently it doesn't get cold enough. Although I've been to Scotland a few times in February and I happen to disagree. In many parts of Europe though, Germany in particular, you have to run winter tyres during the icy season by law. And there's a simple reason for that – they're freaking awesome! Don't just take my word for it either, ask anyone who's experienced winter rubber

and they'll tell you the same. The use of different tread patterns and compounds gives vastly superior grip in temperatures –7°C Centigrade. Where summer tyres will harden and suffer from reduced performance in cold conditions, winter tyres are designed to stay pliant, offering exceptional handling and braking efficiency. They're so popular nowadays that some dealers, such as ATS Euromaster, will flog you a set of winter wheels and tyres and offer storage for your summer items in one of their network of 'tyre hotels'. Yep, now I've officially heard it all.

TOP CONTACTS

Cooper Tyres, www.coopertire.co.uk
Nankang UK, www.nankangtyre.co.uk



AIR OUT

Running air ride? Well the water that inevitably condenses in your system is the enemy at the best of times but it's particularly important to get rid of it in winter. You don't want it freezing in the lines, expanding and cracking them do you? Thought not.

If you haven't got a water trap in your setup now's the time to fit one. Usually these are installed between the tank and the valves (or control manifold) to stop any water that's condensed in the tank from getting through and damaging the rest of the system. If you're feeling flash you can fit one between the compressor and tank too. Some need to be drained regularly, some automatically drain to the outside of the car or a catch bottle.

Some of the guys in the US and Canada even recommend using a cap full of air-brake antifreeze in your tank to make draining easier – but that's only for serious sub-zero temps.

Above all, make sure you drain and purge your air tank every week or so and 'air out' the



whole system to blow any water out of the bags and lines, do it in your garage or during the warmest part of the day for best results.



TOP CONTACT

Air Lift Performance
www.airliftperformance.com

TEST YOUR BATTERY

Winter is a proper killer when it comes to car batteries because, even when they're brand new, the cold weather makes them less effective. It's what the AA calls the 'triple-whammy' effect – the temperature drop always reduces a battery's power output, it also reduces the ability to accept a charge so it doesn't recharge quite as easily while you're driving. Obviously the last whammy is the fact that it's winter, so you'll be constantly using all sorts of electrical stuff like blowers, heated screens, wipers and lights. Basically, if you've got an old battery that's already on its way out, you just don't stand a chance and that's compounded if you're leaving your car unused

for any length of time. In other words, your best bet is to make sure your battery doesn't need replacing before it goes wrong.

A pro-style drop-tester can be had for as little as 25- quid and what they do is put a load across the unit to check if it holds the charge effectively, if it says your battery is okay, then one of these can save you a fortune. Most garages also offer a free battery test service using one of these.

In the meantime try to reduce the load when the weather drops by turning off any electrical items and dipping the clutch while starting. It can make more difference than you think.

TOP CONTACT

Silverline – www.silverlinetools.com



DON'T GET UP EARLY TO FILL UP

If you really like getting your money's worth and you're the kind of guy that thinks the McDonald's Pound-Saver Menu is a bit on the pricy side you'll probably already know that filling up on a cold winter morning means denser petrol and more for your cash. Well unfortunately, in reality, that's actually bollocks.

While the science is spot on, colder fuel is indeed denser (some companies in the US have even been reprimanded for heating fuel so customers get less per dollar), petrol is stored in large tanks underground and the temperature changes on the forecourt make little difference to its density by the time it's pumped to your car. The same goes for other tricks like turning off the AC and opening the windows; the increased drag cancels out any potential savings... not that you'll be doing much of that in the winter anyway.

Leaving your car running because it costs more to re-start is also a stupid urban myth so don't waste your time worrying about all that rubbish – besides, staying in a nice warm bed is a much better way of not ending up a right grumpy bastard, it is for me anyway.

BONUS: WINTER PREP

SORT OUT YOUR HEADLIGHTS

It's pretty obvious that you'll be using your headlights far more often in winter because the sun is only out for about 4-minutes a day. It's also handy to be able to see better while your driving in the dark, so uprated bulbs or a flash HID kit are always a worthy purchase. That said, nether are much use if you have misty, faded plastic headlight lenses, so now would be a good time to polish them up with a mild abrasive like cutting compound. Bizarrely, toothpaste works for this process too. Here's how it's done...

TOP CONTACT

Colgate – www.colgate.co.uk



Mask any close trim and paint areas around the headlight. Apply the abrasive sparingly to the surface, working it in with a soft cloth.



Go nuts with the buffing, the more effort you put in the better the result you'll get. Alternatively, be lazy and use a machine polisher.

Repeat the process until the lens is clear and then give it another once over with a standard car polish.



Apply a sealant that can be used on plastics. This will not only protect the surface but it'll help stop any muck and road grime sticking while you are driving.

FIT AN INDUCTION KIT

One good thing, possibly the only good thing, about the cold weather is that the air is far denser than in the summer and, if you happen to be an engine, that means better performance. Good times.

Scientifically speaking, denser air equals more oxygen molecules for any given volume and that means you can cram more of it into your cylinders. Bung in some more fuel and the ultimate result is more power – when you think about it that's basically free tuning. In fact, it'd be almost rude not to make the most of it by fitting a high-flow induction kit – undoubtedly the greatest universal tuning mod of all time.

The cold weather is also great for engine cooling and for increasing the efficiency of charge cooling hardware like intercoolers, some top-level race tuners are even known to



have dedicated winter engine maps where, as the ambient temperature goes down, the boost goes up.

In any case, if you've ever wondered why your car always seems to have so much more to give on a cold winter morning, now you know why.

TOP CONTACT

K&N – www.knfilter.co.uk



DON'T CHECK YOUR OIL

I'm not talking about the level – you should be doing that every week. What I mean is, despite what some of the old timers will tell you, it's not necessary to change to a winter oil – not unless you're running a vintage motor with a specialist grade, or the temperature has suddenly dropped below minus 30-degrees centigrade. Fair enough if you live in Siberia, I guess.

In the old days, the days of the really retro vintage stuff, engine oil came with a single viscosity. At colder temperatures these oils would get thicker and at warmer temperatures they'd thin out. Thick oil is good for protection but it still has to be thin enough to flow effectively – otherwise it just can't do its job. That's why back then you had to change your oil to a lighter-weight grade during the winter. A heavier summer oil like a 40-Weight would

be too thick to lubricate the engine during a cold start so you'd replace it with a lighter 10-weight grade until the warmer weather. Luckily technology has moved on somewhat and we now use multi-viscosity oils engineered to do both jobs at once. That's why modern oils have a multi-grade (like 10W40) on the label. The 'W' here stands for winter and the numbers mean it'll flow like a 10-weight in freezing conditions (down to -30 deg.C) but still protect like a 40-weight at 100 deg.C. Unless the weather is mental, stick to the manufacturer's recommendations and you can't go wrong.

TOP CONTACT

Oldhall Performance
www.oldhallperformance.com



BUY A DROP-TOP

Convertibles are for summer right? Exactly, that's why you should always buy yours in winter. Now, as mad as it sounds, there's a couple of very good reasons for this but the most compelling is you could save up to 10-percent on the price.

There's an old saying in the car industry and that's 'roof goes down, price goes up' and that's because you'll be paying a premium on any rag-top in the summer, after all, that's when everyone wants to keep them.

For car dealers, it's all about shifting inventory quickly and by the winter months they'll be keen to free up the forecourt space for cars with more seasonal appeal. They won't want to keep a convertible motor until next summer – it'll be an older car by then.

The other main reason is for sheer practicality. Modern convertibles are usually



very good in the wind and rain but they're not all perfect. In the winter it's much easier to check for leaks because the weather is more likely to be shite. A convertible is arguably the

only car you should ever buy in the rain.

TOP CONTACT

Auto Trader – www.autotrader.co.uk

LISTEN TO ALL THOSE LITTLE TRICKS...

Nowadays we call them life hacks; years ago it was simply good advice. In any case, the moral of the story is always listen to what people have to say – especially your parents because in their day it always snowed like a bastard; 16-feet of the stuff every year, or so they always seem to reckon.

Anyway there's literally hundreds of winter tips you'll pick up in your lifetime and most of 'em are posted on sites like lifehacker.

So here's our favourite quick-fire winter car hacks, a top ten inside a top 10 if you will, including tips from gold miners in the arctic circle, oil riggers in Russia and my very own mother...



1) A big bag of cat litter can not only add extra weight over your rear wheels for traction but, can be used to grit the road should you get stuck in the snow.

2) Lift your wipers at night to stop them getting frozen to the windscreen.

3) Clear all the snow off your roof before you drive or you could be arrested as it contravenes the UK highway code.

4) Never try to clear the ice off your windscreen with a kettle of boiling water – the sudden shift in temperature can crack the glass. If you've run out of de-icer try spraying on a solution of 3 parts white vinegar to 1 parts water.

5) If the weather is really bad, turn off 'avoid traffic' on your sat nav. You're much better off on a busier road than tackling the black ice on scarcely-used country lanes.

6) Wipe down all your rubber door and window seals with a smear of cooking oil or WD40 – it'll stop them freezing shut at night.

7) Park your car facing where the sun will rise – hopefully it'll naturally clear the windscreen and bonnet for you.

8) Keep an emergency kit in the boot including a foil blanket, hand warmers and a torch. Of course you should do this all year round, but sitting on the side of the motorway is far less fun when you're freezing your bollocks off.

9) Stick a couple of sandwich bags over your wing mirrors to stop them freezing over.

10) Get a new project. If you're lucky enough to have a garage, it's time to bung on a heater and get to work – going out in winter is overrated anyway.



LOW IQ

AS A MODIFIED CITY CAR THIS TINY TOYOTA IS AN ABSOLUTE NO BRAINER.

If the next generation of designers are so clever, why are there still hardly any tweakable city cars out there? I'm not talking about the likes of VW's Up!, the Ford KA or the Fiat 500 – sure they're quite small, modder-friendly and you can drive 'em around a city. What I mean is the really tiny stuff, the sub-compacts, what the Yanks call the microcars.

They tend to get a bad rap. Here in the UK they're often looked upon as offensive little snot-boxes more akin to your Nan's mobility scooter than any sort of desirable motor. More a source of amusement than anything. And I don't think that's fair.

Personally, having driven around Paris, New York and Catford high street, I can see their appeal. Their manoeuvrability, ease of parking, low cost and sheer simplicity makes them something of a no brainer. It's all down to application. There's plenty of situations where you don't need a huge tourer because you won't be going all that far sandwiched

between a load of cyclists and the number 57 bus.

I guess my real problem is that I can only think of two modern microcars I'd ever consider paying my own money for – the Smart, which was inspired by a customisable plastic watch, and the kei car from the land that invented uber urban overcrowding – the Toyota IQ.

There is of course the G-Wiz but even the eco-mentalists don't want those, or the Tata Nano which you've probably never heard of but, trust me, you'd sooner have a poke in the eye. So the Smart or the IQ it is, and it's not exactly a hard choice between the two.

Now, to be fair to the Germans, if I was a proper 'automotive journalist' I'd say the Mercedes engineers, have made it a good little motor. But as for whether it's cool or not, I think the jury's still out. I'm not entirely sure it can be, even the Brabus version has strange proportions. Plus it's only got two seats so it's hard to call it practical.





“The IQ isn’t as slow as most people imagine either”



Personally I'd go for the 4-seater every time but then I've always had a closet soft spot for the tiniest of Toyotas. I'm not the only one either – anyone remember the Cygnet? In 2011 the bods at Aston Martin re-badged a batch of IQs and sold them for 3-times the price as a clever way of getting around the European fleet average emissions laws. 30-grand for an IQ? Suffice to say they didn't flog many, but I don't think that was the point.

The IQ isn't as slow as most people imagine either. Considering they weigh as much as a can of sugar free Red Bull, the 1-litre has nearly 70bhp. There's a 1.33 VVT-i version with 97bhp too – and that's a bit like putting a stick of dynamite in a food blender. The most important thing though is the way they're

styled, the IQ is actually proportioned to resemble a real car, albeit the sort you draw as a toddler and your dad sticks on the fridge. It also screams fun – you've got to be a pretty depressed individual not to raise a smile when you see one of these tooling past. And that's what Carden Mizzi's Toyota is all about.

Now, there's no denying this particular IQ is one of the simplest modified motors we've ever had in Fast Car. It's just a gnat's bollock short of standard but that only reflects the ethos of what these cars are all about.


And that's just speaking for the end result, the DIY build was actually far from simple because 5-different sets of wheels, along with numerous suspension and tyre combinations, have been tested to get this perfect stance.

With Carden being one of Malta's very few professional wrappers, we wouldn't be surprised if the colour had been changed quite a few times too – and he's only had the thing for the last 6-months.

The reason Carden chose the comically small ride he calls 'Cup Cake' becomes clear when you realise where he works. The Maltese capital, Valletta is one of those historical 16th-Century cities that wasn't exactly designed with motoring in mind. The narrow, Baroque architecture-lined streets make Central London seem like a free-flowing motorway. It's a case of go small or go home, so the IQ was an intelligent choice, a genuine problem solver. What's equally intelligent too is the inspiration behind the build.

You see, being a Mediterranean island, Malta has a relatively closed modifying community. It's true there are a lot of tweaked cars but they all tend to gain inspiration from within the country. Generally speaking, the Maltese have their own style and rarely care what's being done on the other side of the ocean. But Carden's IQ is different, it's directly influenced by the scene here in the UK, Germany and Japan and that makes him something of a national pioneer.

Above all, it's exactly as fun as this sort of car should be. That goes for everything from the colour, to the handling, to the massive sub that lives on the back seat because it just won't fit in the boot. You can't help smiling every time you see it – especially as you imagine it whizzing around a genuine World Heritage Site every day.

It does make me question why we don't see more modified microcars in our own busy cities though. With such simplicity I'm genuinely surprised that this sort of stuff isn't massively popular over here too... 



TECH SPEC: **TOYOTA IQ**

CHASSIS:

8x16-inch 3SDM 0.05 alloys, Falken 195/45x16 tyres, BC coilovers

STYLING:

Tinted front and rear lights, LED headlight conversion, Avery Dennison SWF Turquoise satin matt finish wrap, satin black badges, stainless steel exhaust

INTERIOR:

Kenwood headunit, Focal components and coaxial speakers, Ground Zero 12-inch sub and amp

THANKS:

www.cardenautomotiveart.com



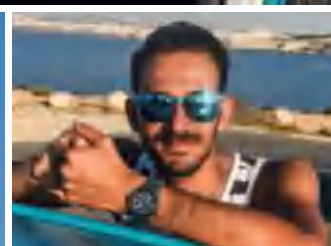
Small but perfectly formed – unlike Midge

We're off to join Mensa

Quite obviously, there was only ever one thing that could go in this little box and that's what happened when the FC monkeys were forced to get on www.free-iqtest.net and take the test themselves. Psychologists would have a field day with the results too, for a start it seems that Glenda's degree in PE hasn't hampered him with a well-above-average IQ of 128. We were expecting more from Initial G though, he's a proper brain with a Masters in physics so we thought his IQ would match his age, 150-odd. 131 was his actual score.

Slim Jules didn't bother with school or degrees, because he always knew he'd be the boss, and that's hardly surprising - with an IQ of 138 he's officially classed as 'gifted' (or 'special' - Midge).

Topping the table though was the little fella who did his diploma in pottery, and wrote the rest of this very feature. Midge came in with a whopping 145 which means he's something of a genius... he's certainly clever enough to cheat on an IQ test (Or take it 3-times - Jules).



CARDEN MIZZI

Hi mate, which one of these is the odd one out. Snake, elephant, dog, mouse or lion?

"Er, snake I guess."

Okay, what should come next – 1, 1, 2, 3, 5, 8, 13?

"21 I think, why are you asking?"

PEACH is to HCAEP as 46251 is to?

"15264, you English people are really strange!"

Right your IQ is 143...

"143 what? I don't understand. It's a Toyota."

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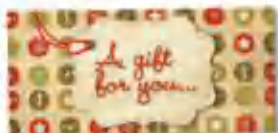
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Slim Jules, Editor



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Orangey-boom!



That's pure porn right there!



Not much in life cooler than an old Merc on air





Mk2 TT sitting on its arse



Sweetshop Automotive

Summer Showdown

SLAMMED CARS, GOOD PEOPLE AND GREAT TIMES. PROPER JOB!

When it comes to car meets in the South West of England, they don't get much better than Sweetshop Automotive's – their gatherings are legendary. They attract car fans from all over the place, even way up north.

Unfortunately though, over recent years they've become a victim of their own success and the last few meets have pretty much brought Bristol's road network to a standstill. Now this may not be a problem to us car enthusiasts, but it was for the retail park at Avonmeads and its owners. The solution? To keep the peace it was decided to move the meet to a private location at South West

Karting, in Cheddar, Somerset.

To some this may seem like backing down, but the Sweetshop guys have always been keen to keep public relations good and show the non-petrolheads that us car enthusiasts really aren't a bad bunch. So much so that all proceeds from the £1 entrance fee went to Dorset and Somerset Air Ambulance, with over £2,000 raised. There was also a display by both the Avon and Somerset police and fire brigades to promote road safety in the area, after a spate of 'drifting incidents' at Cheddar Gorge.

So how was it? Well, for a first event it was an impressive turnout, especially considering the miserable weather leading up to the midday

start. As with all Sweetshop meets it was an open invitation to anything cool with wheels and like previous events it attracted everything from supercars and stanced motors to modified classics. There were even a few current and upcoming *Fast Car* feature cars about, too.

Elsewhere, trade stands included the likes of HavAir and Ramp It Up. There were club stands to peruse and music, with a few sets from Bin Skankerz, a DJ who plays in a bin. Yes really! There was also the chance to race mates around the South West Karting's awesome go-kart track, which is definitely worth checking out if you're ever in the Cheddar Gorge area.

A great event and we'll definitely be back.



Cheeky Lupo on Schmidts





Dirty slice of Liberty Walk GT-R goodness



Just Buggin' out

Is the DJ wheely in a bin?



Sweet Polo



Who doesn't love an R32?



S15 with a teenie tiny wing

*Rude not to when you're
at a kart track!*



GO NEXT YEAR

The exact date for 2016's event has not yet been released, but Sweetshop tells us to expect a it to be around June or July with the venue TBA. For the latest info, pop on over and give them a like on www.facebook.com/SweetshopAutomotive to look out for updates.



Moody

1 DIRECTION

ZAC MILES HAS CREATED ONE OF THE FINEST MK1 GOLFS ON THE PLANET...

When your family business makes some of the finest VAG tuning parts on the face of the planet. And your old man and work colleagues recently shifted the scene with their awesome Berg-inspired Mk1. How do you bring your very first car into the world?

For Forge's Zac Miles, he simply turned everything up to 11. His bid to carve his own mark on the show scene displays a purity of vision that belies his tender years.

I don't know about you, but my first car didn't look anything like as good as this. It was from the right factory – a '72 Beetle from Wolfsburg. But as for the condition and execution, it was as you would expect for a 17 year old's first hack. All there, but a little rough around the edges. Still, it got me to work, shows and all manner of other fun activities, so it can't have been all bad.

For Zac Miles however, things were very different. As the son of Forge Motorsport founder, Pete Miles, Zac has been immersed in the world of high-level show cars and computer-fed machining since he was small enough to bounce on his dad's knee. So when it came to buying and fettling his first ride, he had a clear vision in his head, and he was prepared to work hard to achieve it.

And that's something to bear in mind as you read this tale. Don't go thinking this is a case of daddy's boy being given the keys to the parts cupboard, the company chequebook and told to knock himself out.

Nope. I've watched this build from the start and I can tell you every single mod has involved Zac's own money – and considerable amounts of his own blood and sweat. The only advantage he has really had is a decent sized workshop to play in and a team of very supportive people around him to lend a hand and spur him on.

The tale starts in a reassuringly familiar way. Father and son buy an old VW with a view to Junior learning the family craft over a few familial welding/bonding/cuppatea moments. This particular Mk1 was bought liberally doused in orange paint and with more than enough filler generously sprinkled around each panel to cause a major re-think.

It didn't take Zac long to learn his trade through, stripping off the original shoddy metalwork, along with his honorary "Polish Dad", Waldemar Pieczonka. Then steaming into a full re-fit with VW Heritage panels to get the old girl ship super-straight.

While they were at it, the duo smoothed the bay, adding an inch of steel to the suspension turrets (a tip from Berg Cup fabber, Luke), de-seaming the chassis legs and welding over flat panels. Underneath, the legs were also notched, to allow the track rods and drive shafts to clear on a super-low ride height. This may have been Zac's first motor, but he had eyes on air-ride from the very beginning.

With a straight-ish set of panel-work and a welded and tidy bay, under Luke's





“Working out the offset took more than a little head scratching”



**Mk1 perfection?
Must be close**

watchful eyes Zac then began to learn the black art of bodywork, carefully skimming small amounts of filler to get the Golf's flanks arrow straight. Then learning how to prime and guide-coat the body to get those crisp Giugiaro lines looking exactly the way the great man envisaged.

As level as the Bonneville Salt Flats, it was then passed over to Adam Speck at Blade Garage to expertly splash on several coats of the stunning Stratos Blue that now grace the Golf's panels. Although, the result wasn't what Zac expected. "It wasn't the shade I thought it was going to be!" he grimaces. "But it didn't take me much more than a few minutes to completely fall in love with it. It's more vivid than we had planned. But having lived with the results for a few months, it turned out to be a happy accident!"

The mint shell was then ready for fitting out, with the first job being a set of mahoosive 6-pot brakes that use a sexy CNC caliper and a race-quality two-piece, semi-floating disc and bell – measuring 286mm. It's probably overkill for this car really, but no-one ever got into trouble with brakes that were too good, did they?

Forge has drawn heavily on the knowledge gained after nearly three decades of tuning excellence, and has used it brilliantly. The calipers are machined from a solid aluminium 7075 high-grade billet and

use heavy-duty weather seals to make them a genuine road-friendly kit, even in the depths of a British winter. Discs are track-quality and utilise separate bells for optimum heat dissipation, meaning the kit can easily cope with repeated hard applications without fade. It may be the smallest kit Forge has ever produced, but like the diminutive Golf itself, it punches far above its weight.

Out back, Zac sensibly upped the ante of the factory stoppers with Mk2 Golf stub axles, and all new parts all round. Topped off with a custom set of Hose Technik braided lines from Forge's sister company, this was a package ready to stop a train.

The exhaust was next up, and that was down to Forge's good buddies at Scorpion to sort. A custom system and bracketry was duly fabricated by the Forge team, using component parts supplied by Scorpion, terminating in a wonderfully period-perfect DTM tailpipe and hung on custom bracketry. This is a system that sounds every bit as good as it looks. And when mated to the cleaned and tidied lump that came with the car, things were looking very neat indeed on the drivetrain side of things.

Air Lift provided the suspension, of course, with the very first kit of its kind in the UK. With plenty of thought going into the fit, Zac's Golf now has five inches of available

travel to its name – meaning it can ride low for scene and show points, or crest speed-bumps without breaking a sweat. Better still, being one of Air Lift's ingenious 'indexed' systems, it can be easily set to a precise ride height, to allow the suspension geometry to be perfected – and tyre scrub to be banished to a distant memory.

After this major surgery, Zac and the Forge team were able to start creating gorgeous little details. Notice the hand-fabbed bumper end-caps on the new Heritage bumpers? A great example of what Forge's talented techs can knock up in a lunch-time or three for a bit of beer money – and a wonderful way to reinforce the firm's reputation for being able to make almost anything out of aluminium! Much work was done here by Zac's long-suffering colleagues Luke and Rudi.

While we're on the subject of neat details, did you spot the Porsche door handles and glovebox lock? Or the bonnet stay and custom Forge golf ball gearknob? This is a car that rewards every close inspection with a new find.

For a car that was going to be sitting millimetre-perfect, wheel choice was essential. Despite initially thinking about a 'sensible' set cost wise, Zac had a change of heart. "I saw a set of Rotiform VCEs on a car at Players and I had to think again!" he



laughs. "It's such an instant classic, that wheel. I knew it would be the perfect choice for the Golf."

Keeping everything in proportion was also a consideration from the outset. Nothing looks worse than a rim that's clearly too big for the recipient vehicle. So Zac and the Rotiform team started hatching a plan around a set of staggered 16 inchers. "Working out the offset took more than a little head-scratching," says Zac. "I knew we could get a considerable tyre stretch to allow a decent tuck. But I also wanted a fair amount of poke from the rims, too. Then there was the factor of the Forge Big Brake





Kit up front, which meant we were limited as to what we could achieve, without fouling those big calipers.”

Between the two companies though, this number crunching was soon sorted, resulting in a perfectly statured 7-inch front and 8-inch rear combination that would clear the brakes without issue and allow for a super-low stance. Augmenting this would be a carefully chosen set of deliberately mismatched rubber to allow Zac to get the Mk1 sitting on a dime. This had to be made up of a set of super-narrow 165/40x16 Nankangs out front – as very few manufacturers make this size – and a pair of Toyo T1Rs out back in 195/40x16 flavour.

“Although I wouldn’t normally mix a set of tyres like this on a car,” says Zac. “I just had to do it this time in order to get the right rubber rake and stance combination.” Getting them fitted would be down to a brave soul called Ben, at Tyre and Battery in Hempsted, who had to use the ‘cheater’ to blow them on. It’s not so easy getting a skinny 165 onto a fat 7-inch rim.

More details followed. Worried about a colour clash between the new lairy blue hue and the factory green tinted glass, Zac sensibly opted for a brand-spanking-new set of all-clear windows to keep a sharp, clean contrast.

Speaking of which, this VW was never going to run with its factory pews either, especially not with the Dunsford clan of Cobra Seats fame being so close to the Miles family. A few phone calls and chats

later and Zac had settled on a pair of Cobra’s delightful Misano S perches. These bad boys are universally loved across a variety of scenes and have been fitted in everything from Bentley Continentals to high-spec 1,200bhp Nissan GT-Rs. Class works anywhere and these are the proof.

The Misano uses a rather sexy hybrid composite steel construction, with a polished stainless steel chassis and a high-gloss composite backrest for looks that work in almost any Dub. But Zac wanted a little more integration than that. So he had the back-rests colour-coded by bodywork painter, Adam, to tie the inside and outside together. A stunning combination of soft-grain Nappa leather and Alcantara, coupled with carefully selected blue stitching in Bentley diamond effect would fit the bill.

Seats this good were always going to look a little out of place against a careworn Wolfsburg dashboard and interior fittings. So Zac had Team Cobra run their sewing machines over pretty much everything else he could unbolt from the interior. The dash, centre console and armrests, headliner and even steering wheel all got beautifully upholstered too. Cobra’s finishing touch was to use a VW Heritage carpet as a template to make an even swankier and plusher version for the car. Which, when fitted with the customised Retro Retrims door cards, looked simply unbelievable.

To tie everything together, Zac’s final visit would be to the talented artisans at Studio

Incar, who would use their Jedi-level trim and design skills to create an install to house the now colour-coded air system. As well as the superb sound of Gladen RS series amps allied to SQX components and subs – all controlled by a Mosconi 4to6 DSP supplied by BladeICE.

Here, in a flurry of MDF and Alcantara, the two teams worked beautifully together to create a symphony of design in every sense of the word. Like the exhaust, this is another part of the build that matches its aural appeal with its aesthetic. Strong work, guys.

As first cars go, you would have to say this one is out there. Along with a stellar supporting cast, Zac has created a perfectly executed, beautifully finished car. If this is his first effort, we have a feeling his next project is going to be a show-stopper! **FL**



Cobra re-trimmed the entire inside

TECH SPEC: **MK1 GOLF**

TUNING

1.8 GTi 8-valve digifant engine from a Mk2 Golf; 5 speed 1.8 GTi gearbox; Pipercross open cone induction kit; Forge Motorsport hoses; Forge brake reservoir tank; Forge heater matrix cover; CB rocker cover; smoothed engine bay.

STYLING

1981 Mk1 Golf shell; Stratos Blue paint; Smoked headlights and indicator; Porsche 944 Lux door handles; chrome small bumpers with custom Forge end caps and centre insert; Autoplas rear window.

INTERIOR

Porsche 944 Lux glove box lock; Forge golf ball-style gearknob; Cobra Misano S heated seats; Wolfsburg steering wheel.

AUDIO

Studio Incar boot build; Gladen audio RS series amps; Gladen SQX slim components and SQX subs; Mosconi 4to6 DSP (Digital sound processor).

CHASSIS

Air Lift Performance performance air ride kit – x2 compressors x1 tank; Powerflex bushes; Eibach anti-rollbars; Scorpion exhaust system; Rotiform VCEs 16x7 fronts, 16x8 rears; Toyo T1Rs 195/40x16 rears; Nankang 165/40x16 fronts; Hose Technik braided brakelines; Forge 286mm – 6-pot Big Brake Kit; Notched chassis legs; Raised strut top mounts.

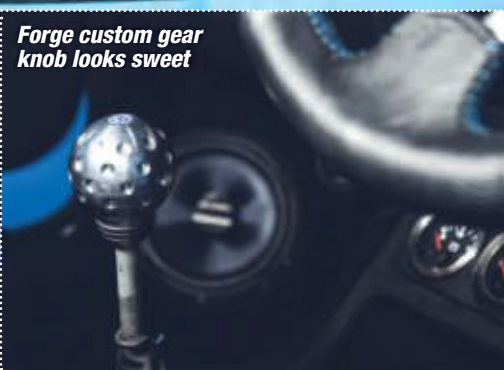
THANKS

Adam Speck @ paint; www.cobraseats.com; www.airliftperformance.com; www.studioincarcars.com; www.rotiform.com; www.eibach.com; www.powerflex.co.uk; www.bladeice.com; www.scorpion-exhausts.com; www.vwheritage.com; www.classic-vw.co.uk; www.retro-retrims.co.uk; www.meguiars.co.uk; www.forgemotorsport.co.uk; www.hosetechnik.com; Tom Harris at The Motorworks; www.toyo.co.uk; www.pipercross.net.

Misanos are damn fine bum rests

Forge custom gear knob looks sweet

Personalised air-ride controller...



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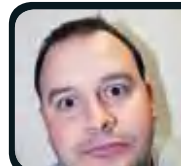
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FASTPROJECTS



SLIM JULES' BMW 335i

P92

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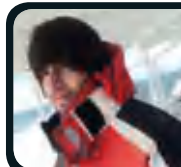
MIDGE'S AUDI TT 225

P94

The TT is at an all time low... which is bloody fantastic news!

Start **Never Finished**

MAIN MODS: PORSCHE 987 SEATS • 3M WRAP • SCORPION EXHAUST • FORGED 225 ENGINE • AIR LIFT AIR RIDE



MARK'S MAZDA RX-7

P96

If it is what's on the inside that counts, then Mark is well and truly sorted with this month's purchase.

Start **Never Finished**

MAIN MODS: ROTA OPTION RIMS • CONTINENTAL TYRES • HKS T51R SINGLE TURBO CONVERSION • RECAROS



INITIAL G'S HONDA CIVIC TYPE R

P97

G has seen the light and is reaching for the lasers (and an LSD)!

Start **Never Finished**

MAIN MODS: TDI NORTH K24/20 N/A MOTOR • TITAN M/S ITBs • YOKO ADO8S • TAKATA SEATS AND HARNESSSES



TRICKY'S PUG 309 THUNDERSALOON

P99

With the sticky situation sorted it's time to go racing. In the words of Murray Walker, "go, go, go"!

Start **Never Finished**

MAIN MODS: COSWORTH YB ENGINE • ELITE SEQUENTIAL BOX • CUSTOM ALL-METAL WIDE-BODY • OMP WHEEL





Luke needs to use those scissors on his barnet



JULES' BMW 335i

THE PRESSURE BUILDS AT PLUSH!



So, last month the lads at Plush started the air install on the BM and if you read the issue you'll know they finished it too. But I didn't have enough pages to show you all the glorious details and work the guys did, so we're back for part two of the build.

After two and a half days in the installation bay where Plush measured up and hand-crafted the boot build, complete with carbon tank and polished hard-lines (I soon wished I'd asked for a brushed finish as I was the one given the task of shining them up), the car was moved onto the ramps for the struts to be installed and air lines to be run. All the boys mucked in under the supervision of Scott, Luke's main mechanical man.

It didn't take the lads long to get all the old hardware out in preparation for the shiny new Air Lift struts, bags and air lines to be installed.

All of the Air Lift kit was plug and play and literally bolted straight in, just like it should – anyone who can install coil-overs would be able to do this job. The quality of the gear was spot on too and it's easy to see why

they are the most popular kits to be installed in the UK.

There were many reasons I decided to get Plush to do the build on my car, one of which is their pure dedication to getting cars as low as possible. Luke really will go that extra mile for that extra millimetre! This was proven when he handed Scott an angle grinder because he knew of a 'secret trick' to get the E92 sitting lower at the front.

The boys had all struts and airlines in place in a matter of hours, just leaving the plumbing before an overnight leak test. So we all went home, via the pub of course, pleased with our day's work.

In the morning, Luke checked the pressures, before doing the pre-sets on the V2 and heading out for a test drive. All that was left for me to do was collect my stuff, settle up and drive home in a lot more style than I arrived in.

The boys really did do a top job, and after spending a week with them I'm even more convinced that they are one of the best air installers in Europe, I can't recommend them

enough. As for the hardware, well I'm going to be putting the Air Lift kit through its paces over the next couple of weeks as I head off on a UK road trip holibobs, but I need to get the alignment sorted first. So more on this next month! Then I guess I need to pay for the wheels and book the exterior in for some cosmetics over the winter.

THIS MONTH

PARTS

Plush hard line install.....£1000
Carbon Tank.....£430

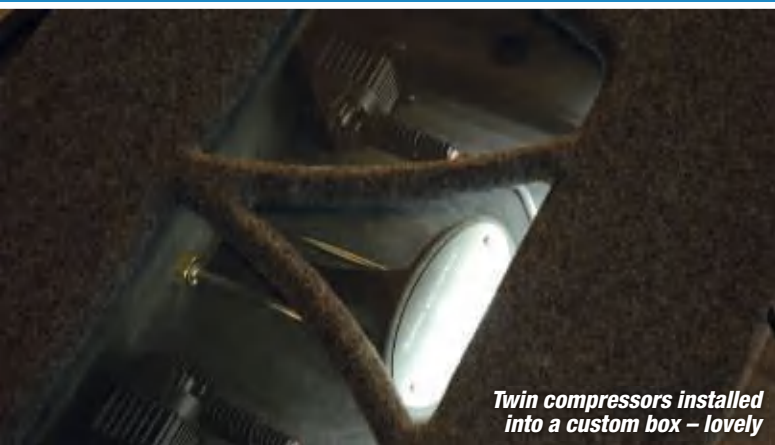
Total£1430

Contacts

www.airliftperformance.com
www.plush-automotive.co.uk

NEXT MONTH

After getting the wheels aligned it is time to test the Air Lift suspension on an epic road trip.



Twin compressors installed into a custom box – lovely



Air Lift = awesome



Job done

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Midge is very strict about taking precautions



Wallace and...



MIDGE'S AUDI TT 225

I'M OFFICIALLY FLOATING ON A CUSHION OF AIR...



If you could see my face right now you'd probably feel the need to punch it. Because of the smug, self-satisfied grin I can't seem to shift. Yes, as you can tell from the pictures, my Air Lift kit is now fully fitted and das kleine beige bullet looks better than even I imagined. I'm one happy short bloke right now I can tell ya.

Anyway, I left you last month halfway through the build. All four corners were bagged, the manifold, tank and compressor were mounted and all that was left was a spot of wiring and running all the air lines. Well, that's exactly what I've been up to and hopefully it's proved that anyone who can wire in an amplifier and fit a set of coilovers should be able to manage one of these kits.

The first thing I tackled was the rear air lines, which have to be drilled and threaded through the chassis into the boot. If you look closely you'll see I've also wrapped these in a self-amalgamating silicone tape and used rubber grommets where any metal may make contact. When you're doing this kind of job it makes sense to take these little

extra precautions. You also have to be very careful not to kink any lines or catch them on anything sharp. These nylon pipes are pretty hardwearing, but better safe than sorry. They are holding up the car after all.

Speaking of extra protection too, the normal procedure for front airlines is to run them under the car. But for added peace of mind I decided to sleeve them in 8mm plastic tubing and take them through the inside of the car.

I've also utilised some Dynamat I had left over from the original install to clad the area where the compressor lives. It works really well too. All that can be heard now is a reassuringly faint hum when the compressor kicks in. Sound deadening is a must in any audio installation, but it's also wicked for this kind of work, Dynamat is the king when it comes to sound deadening too, so it's something that's well worth the small amount of extra effort. What with chopping up a mobile phone mount to hold my V2 controller, that's about it for the installation. Now on to the exciting stuff.

With the system fired up, calibrated and all the joins tested for leaks, the final thing to do was pump up the bags to 100psi and leave them overnight to see if any leaks reared their head. Luckily they didn't.

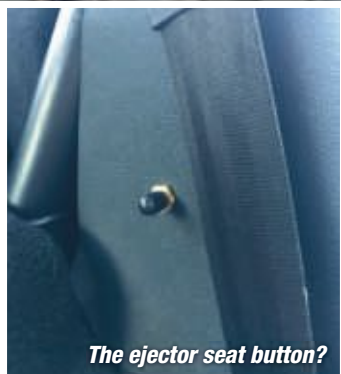
The long-awaited road test was pretty special. I'd forgotten what it was like not to have near-solid suspension on my TT and I can confirm my arse is absolutely loving it. The car rides comfortably, but the handling is spot on too. It's a weird combination to get your head around.

People keep asking if the handling is as good as standard and I have to say, "No – it's much, much better." Look at it like this. They track test these performance struts to make sure they do the business, but there's plenty of people who still won't believe air bags can handle better than springs. I'll be honest with you, too. I used to be one of 'em. If it wasn't for the 350Z we built last year and ran in Time Attack, I still wouldn't believe it – I certainly wouldn't be sitting here on the floor now. Don't dismiss it until you've tried it – that's all I'm saying.



Sound deadening to kill the rumble of the compressor

Midge's short, stubby but lovely knob (and V2 controller)



The ejector seat button?



Midge confirms his arse is "absolutely loving it"



THIS MONTH

PARTS

Dynamat £already had some

Total £0

Contacts

Dynamat

www.dynamat.co.uk

Air Lift Performance

www.airliftperformance.com

Anyway, I'm definitely enjoying the air, but there's no rest for the wicked because there's still so much to do on the car. This latest job has given me the second wind I needed though. Now I'm absolutely

determined to sort out all the tuning bits and get the engine power something close to the figure in my head.

So, naturally, I've started by breaking out the fibreglass to build an air tank cover...



MARK'S MAZDA RX-7

SITTING IN POLE POSITION...

It's easy to overlook your car's interior, especially when you've already spent so much time and money getting the exterior looking on point. But it's also the place you spend all of your time when driving. So why make do with a tatty and tired interior?

The Mazda RX-7 – when it's not throwing a hissy fit – is a proper driver's car. It's lightweight, boasts a perfect 50/50 weight distribution and a classic front engine, rear-drive setup. Thanks to the right care and upgrades my RX-7 drives better now than it did back in 1999. But there is one area which still feels seriously dated – behind the wheel.

Don't get me wrong, the standard seats aren't that bad. They're pretty comfy to be honest. In fact, if you were a 5ft, 10-stone Japanese man they'd be roomy as hell. Not so much if you're a 6ft 2in, 15-stone mammoth like me.

Oh and to make things that little bit more challenging, Mazda decided the RX-7 didn't need an adjustable steering column. So if you really want to drive in comfort, you might need to skip leg day at the gym for a few months!

For a driver's car, getting the seat as low as possible with adequate support is an absolute must. Aside from preventing you sliding around when the going gets tough, a lower seating position puts you more in tune with how the car handles and feels.

In the world of top quality car seats, they don't get any better than Recaro. For decades Recaro have been the go-to manufacturer for awesome seats, used in motorsport and production vehicles including Porsche, Honda and Ford to name a few. In fact, Recaro even produced a special-edition Kevlar bucket seat for the RZ model RX-7! So the little rotary rocket is no stranger in the world of sports seats.

My RX-7 is predominantly a road car, so a wrap-around, FIA-spec bucket would've been completely overkill for daily driving. The perfect solution comes in the form of Recaro's Pole Position ABE bucket seat, a racing-style bucket seat with lumbar support and enough space to remain comfortable for road use.

Recaro will finish your Pole Position ABE in just about any colour and material you wish, and every seat comes with 4x cutouts

for racing harnesses too. I wanted my RX-7 to look and feel like a special edition, so I specced my Pole Positions to be finished in black velour with white stitching – similar to the uber-rare RZ Recaros. The shape and finish instantly screams quality. It really doesn't get much better for road-going bucket seats!

With limited space inside, the next step is to develop and build custom seat rails to position each Pole Position as low as possible without cutting or trimming any interior to fit. They're going to transform the way it feels to drive – I can't wait!

THIS MONTH

PARTS

2 x Recaro Pole Position ABE seats..... £654

Total £1,308

Contacts

Built Not Bought Automotive

www.builtnotboughtauto.com

Greg Howell

www.greghowell.co.uk – 01926 813676



INITIAL G'S TYPE R

BETTER CORNERING, AND BETTER LIGHTING FOR THE WINTER IS ON THE HORIZON.



Ok, I have put it off for too long now, it is an unavoidable fact, that if you have any kind of power running through your front wheels and you want to go as quickly as possible around corners, you need a Limited Slip Differential, or LSD to its friends. My buddy has one in his EP and the car is so much more planted around the corner and traction is so much better. So I finally bit the bullet and got on the blower to my Warrington tuner and asked what they would recommend, as there are plenty to choose from for the EP3. TDI North's very own pro tea boy Rob, suggested that I look at the Wavetrac LSD from the USA, it is forgiving enough for the road and aggressive enough to work well under load on a track. So I have placed an order, it will just be a matter of popping up there to have it installed once it has arrived.

With winter setting in and the days growing shorter, I thought it was time to sort one of the Civic's major failings, its poor lighting. I often check the light control fob at night to make sure I have turned the main beams on, it's that poor!

So when I was reading the feature on

Lazer Lamps in last month's issue, I thought these are for me! The article stated that Lazer Lamps are, 'An all-British company born out of one lighting



engineer's desire to create the most effective motorsport and automotive leisure lighting possible. Compact, bright and light enough for factory teams like Bentley and Aston Martin for endurance racing', well if they are good enough for those guys they'll be perfect for me. I got on the blower to the man behind the operation, Ben Russell-Smith and discussed my requirements; I am now looking forward to seeing where I am going for once!

THIS MONTH

PARTS

Wavetrac LSD£810

Total£810

Contacts

TDI North

www.tdi-north.com

Wavetrac

www.wavetrac.net

Lazer Lamps

www.lazerlamps.com

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TRICKY'S PUG 309

WITH MAXIMUM RUBBER SHOE-HORNED UNDER THE ARCHES, WE ARE READY TO KICK BUTT...



Last month we explained the difficulties of fitting our original back tyre size onto the front rims and squeezing them under the wings and arches. Reason being, we've always suffered from understeer or push-on, coming out of bends, and hey presto, it works! Just that little bit more of a footprint has done the trick, to the point that we have been clocking laps a second and a half quicker than previously. The joint opinion is the car feels more balanced, which in turn allows more confidence, so you start to try and get the power on earlier and earlier coming out of bends and also faster through the middle of bends as time goes on.

Only one problem... Everyone else has seemed to go faster in the latter part of the season, but I think we have a lot to come now with such a good feel to the car.

We first got to try this set up at Mallory Park in August, but in racing, just when things are going good, a problem arises and this time it was the noise police, the locals and the council, trying to spoil ours and everyone else's fun. Trouble is, it was us

turbo nutters that set off the alarms, not with exhaust note, but with the dreaded rev-limiters making the engine pop. Brother Danny being black flagged for the first race meant he had to retire from a 5th position, but also meant I had to start from the back for race two. Now I love to come from the back, and the video on Youtube will show you why, but to make up the deficit of the front seven cars, all of which lap at approximately the same speed as us is a



Pic by Dave Smith

pretty impossible task. Danny then started from 8th for race three and managed a 5th as he went over the line.

The car is looking very promising now, so we are looking forward to Donington Park National for next month, see you then...

THIS MONTH

PARTS
Nothing £nada

Total £nil

Contacts

Avon Motorsport

01225 703101

www.avonmotorsport.com

David Stallard Photography

www.davidstallardphotography.com

FC Team 309

www.309thundersaloon.com

CSCC

www.classicsportscarclub.co.uk

Readers' Rides



RYAN'S SEAT LEON

FC says. That plate may look about as legal as running over your next door neighbour because he looked at you funny. But Ryan lives in Guernsey, so it's not only super cool but apparently it's 100-percent plod-friendly too.

The Leon is something of a rapid weekend warrior because he's forced to drive a van for the daily grind. But 'every cloud' and all that, because that's why Friday night is now officially

known as 'boost night' and you can't help but love that sentiment.

According to the man himself, he's kept the car practical because of the island's tight pot-hole filled roads... and obviously by 'practical' he means 'decked on huge wheels'.

That's some seriously nice work right there, and all done in under a year of ownership, too. Well played that man.

TECHSPEC

SEAT LEON

TOP MODS:

8.5 and 9.5x18in 3SDM 0.05 wheels; Toyo Proxes T1 tyres; Stage 1 remap; AP coilovers; aero wipers; HID lights; wind deflectors; blacked front badge surround; green fog lights; smoked rear lights.



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JAMIE'S FOCUS

FC says: It's all gone a bit Action Man with Jamie's mental Ford and, we have to say, we're absolutely loving it!

Yep, it takes some serious trouser potatoes to roll in such a wacky Mil-spec ride, especially when it's hard-slammed on 16s. A mentalist static drop and no mistake.

Jamie would like to thank Luke at Stanceography for the pics and Blue Lizard Signs for the wrap, and so would I – without you I wouldn't be getting paid for sitting here writing this would I? So far very much.

The Yank SVT front bumper is a particularly cool touch and there's plenty more to come. Next up, some bags, so he can hit the deck in true stealth style. Nice work Rambo!



TECHSPEC FORD FOCUS

TOP MODS:

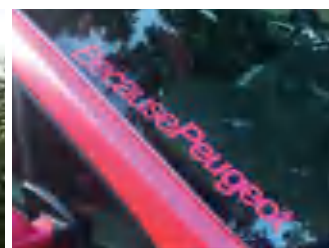
Full custom 3M military wrap; coilovers; SVT front bumper (no. 5 of 5 in the UK); 16in Rota D154; ST170 leather; custom LED dials; K&N panel filter; resonator removed; front strut brace.



TARA'S PUG 307CC

FC says: I think even Stevie Wonder would have no trouble guessing what Tara's favourite colour is. And why not? All the best things in life are pink after all (Dirty beggar – Initial G). Anyway that's the beauty of plasti-dip and you've gotta admire her lady-like dedication to colour coordinating with the added pink interior lights and valve caps.

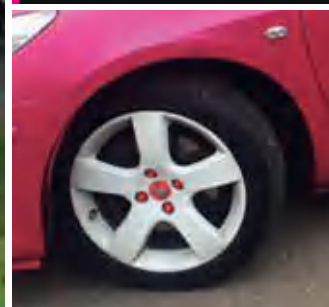
If you see Tara tooling Pink Polly around Suffolk give her the thumbs up from us.



TECHSPEC PUG 307cc

TOP MODS:

Plasti-dipped matt pink; 35mm Apex lowering springs; pearl white alloys with pink fluorescent dust caps; pink interior lights.



Readers' Rides



SCOTT'S CITROËN SAXO

FC says: This one's certainly not shy when Scott gets his foot in, because 156bhp will always be a fair old amount to squeeze out of a N/A Saxo VTS - they're not exactly what you'd call heavy either. Still, it may be all about the performance mods at the moment, but there's some huge plans for 2016 including air ride, a new colour and a whole lot more besides.

He says he wants a full feature some time next year, and he's certainly going the right way about it!



TECHSPEC CITROËN SAXO

TOP MODS:

Cat cams; ported head; Piper manifold to a decat; Sportex race pipe and back box; BMC filter and breather; 182 injectors; remapped shortshifter; 206 GTi front brakes; Gaz coilovers; 15in Lenso Samurai KSA wheels.



TECHSPEC HONDA CIVIC

TOP MODS:

Audi Ibis white respray; stripped out interior; Cobra racing seats; MOMO steering wheel on NRG quick release boss; Tegiwa X brace; carbon fuel pump cover; carbon spoon style spoiler and mirrors; Type-R style grille and front lip; Benen front and rear tow hooks; Beaks tie bar; ASR subframe brace and anti-roll bar; Function 7 control arms; Tegiwa Spoon-style exhaust 4-2-1 manifold.

ROSS' HONDA CIVIC

FC says: Our Midge involuntarily jumped out of his chair when he saw this one. He actually thought it was his old EK - and even went to find a picture so he could check the number plate.

As it's painfully obvious to the rest of us though, this one is much better (Thanks! - Midge) and, as it's currently undergoing a tasty

engine swap, it'll definitely be a hell of a lot faster too!

Ross has been working on this top bit of kit for a couple of years now because he can't help blowing the budget on various forms of motorsport along the way.

That explains the stripped interior and buckets then - FC jealousy just kicked in, yo.



SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.



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THE DEVIL WEARS CARBON

HELLISHLY GOOD LOOKING IN ITS CLOAK OF CARBON-FIBRE, THIS EVIL EVO IS BREAKING NEW GROUND IN THE UK'S TIME ATTACK SERIES...





In recent years, Time Attack has become something of a testing ground for modifiers keen to squeeze every last ounce of performance out of their race-ready rides. Moreover, it's fair to say that major aftermarket tuning part manufacturers and automotive engineering outfits have used the increasingly popular motorsport series as a playground to experiment with engine, chassis and aero configurations as they try to determine what makes for a blisteringly quick car.

Enter Andreas Papageorgiou (known as 'Andy P' to his mates). "I've been involved in various well-known circuit racing events over the years, and I even spent time competing in the Porsche Carrera Cup and Britcar championships before making the move to Time Attack," he tells us. Not exactly a stranger to the world of fast cars, then?!

Andy's first experience of timed lap racing came in 2013 when he shipped his much-loved Evo VI to Australia in order to participate in the World Time Attack Challenge. Despite more than its fair share of mechanical failures, the lairy Lancer performed well during the trip, securing its owner fourth-in-class silverware and a record-breaking lap time. This unexpected success was all the encouragement that Andy

“The two-litre lump is based around a stock Evo powerplant”



Darth Vader's daily...

needed to investigate the possibility of building a seriously potent Evo in which to contest the UK's own highly regarded Time Attack series.

"I met Johan Drenth, the founder of the transmission company that bears his name, while racing Down Under. He offered to sponsor my efforts to get a purpose-built Time Attack Evo assembled by supplying me with a pair of sequential gearboxes and a Geartronics paddle shift system," explains Andy. This welcome generosity signalled the beginning of the transformation of a factory-spec Evo VIII into the carbon-clad brute that you see on the pages before you.

Rightly recognising that the quickest way to make a car faster is to lose as much of its weight as possible, Andy invested in a Nastama Cy wide arch carbon-fibre body kit and enlisted the support of Colchester-based carbon composite specialist, Reverie, in his efforts to wrap the guts of his new motor inside a stealth-like cloak made out of the wicked weave. In fact, little of his Evo's original body remains, with a largely space-framed chassis supporting the heavily modified 4G63 that propels this mega Mitsubishi to the tune of 890whp!

Understandably, Andy is keen to keep the specification of his car's beating heart under wraps, but he does reveal to us that it was built by performance engine wizard, Nick Kouta, in Cyprus. "The two-litre lump is based around a stock Evo powerplant, but it includes JE pistons, K1 rods, a dry sump oil system, Tomei high-lift camshafts and an uprated valvetrain. Add a huge Garrett turbo, an enlarged intercooler, a Turbosmart wastegate, a custom exhaust system and MoTeC standalone management to the mix, and you can see where Nick has been able to unleash plenty of trapped ponies!" he smiles.

The car's Drenth gearbox has been joined by a Custom Clutch quad-plate clutch, a lightened flywheel and twin upgraded limited-slip differentials. Further chassis and handling improvements can be seen in the form of Ohlins coilovers, RaceFab subframes, Whiteline anti-roll

Monster APs do the job





Engine is a masterpiece



ANDREAS PAPAGEORGIOU

How did you get involved in Time Attack in the first place?

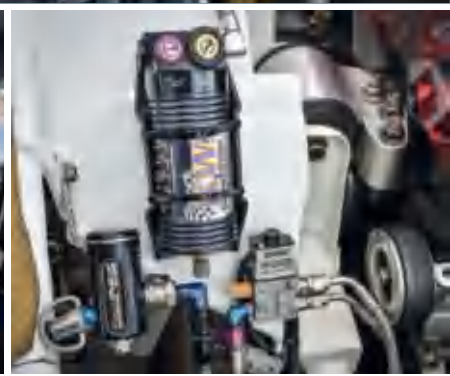
"Despite a career steeped in circuit racing, I was enjoying a spell of timed hill climb competitions in Cyprus. This led to the build of my Evo VI and its subsequent entry into the World Time Attack Challenge in Australia."

Why did you decide to compete with a Mitsubishi?

"Japanese cars have proved themselves to be the most competitive Time Attack machines, particularly heavily-modified Evos. It was a no brainer."

What more do you have planned for the car's awesome aero package?

"Nicolo Petrucci (a former Toro Rosso aerodynamicist) and Reverie will be working together in order to streamline the car's carbon body kit. There will be a lot of wind tunnel testing taking place!"



Evo shows its war face!



“If things go to plan I’ll be in charge of a winning car”



bars and tidy six-piston anchors that peek out from behind huge twelve-inch wide Enkei eighteens wrapped in Dunlop rubber.

You might think that this trick combination of top-notch nuts and bolts would make Andy's life at the track a doddle, but he lives near Nick in Cyprus, meaning that he has to ship himself, his car, his stockpile of spare parts and a support team of seven to the UK every time he wants to flex his Evo's not-insignificant mechanical muscles. These logistics alone make for an expensive day at the races, let alone the constant flow of cash that Andy continues to plough into ongoing automotive development work. “My team and I have a lot to learn, but there is definitely a significant amount of additional power to be extracted from my car. It is with that in mind that I have named it ‘Black Mamba’ after the deadly, venomous snake famous for its speed and agility when striking at prey!” he grins.

Arriving on UK soil for the first time in March of this year, Andy's awe-inspiring Evo has experienced mixed fortunes during time spent at some of Blighty's best-loved racing circuits; the special edition

Lancer broke the Time Attack lap record at Brands Hatch, yet the car suffered at the hands of electrical gremlins that quite literally stopped it in its tracks at other venues. Like the pilots of so many participating Time Attack motors, however, Mr P sees his early adventures in the series as a valuable exercise in getting to grips with his new toy while identifying areas of the rice rocket that are ripe for further fettling.

“I’m considering the purchase of a billet engine block in advance of next year’s racing campaign,” he admits. “If things go to plan, I’ll be in charge of a winning car, and I sincerely hope that my anticipated success enables me to compete on the world stage thereafter,” he adds, acknowledging the popularity of Time Attack tournaments across the globe.

Whatever the outcome of his forthcoming efforts at the track, there's no doubting the fact that Andy and his collaborators have created a Mitsubishi-based monster with just as much ‘show’ as it has ‘go’. Time Attack players beware – 2016 is likely to belong to this savage, carbon-clad colossus! **FL**

Time is of the essence

Time Attack is a name banded about in tuning magazines with increased regularity, yet many readers remain unfamiliar with what has become one of the world's most popular forms of motorsport. Essentially, cars compete against the clock (as opposed to each other) in the hope of nailing the fastest single lap of a designated race circuit. There are no limitations to power upgrades, and competitors are encouraged to run their cars at the absolute limit in the ultimate test of man and machine versus clock. Early Time Attack events took place in Japan during the 1960s and have since become huge spectator events that attract tuners, manufacturers and star drivers alike. Visit the website at www.timeattack.co.uk to view a calendar of forthcoming events.





Things are equally serious inside this monster



Mission control



MoTeC management runs the show



TECH SPEC: EVO VIII

TUNING:

Nicks Garage heavily modified 2-litre 4G63 motor, JE Pistons, K1 connecting rods and 88mm crankshaft, ARP fasteners throughout, dry sump oil system, Tomei camshafts and vernier pulleys, HKS intake, Full-Race exhaust manifold, Marios Kofteros custom exhaust system and intercooler, Garrett turbocharger, Turbosmart external wastegate, Vibrant silicone hoses, Magnus Motorsport coil pack, NGK spark plugs, MoTeC M800 ECU with JP Motis custom map, custom fuel system, 2000cc fuel injectors, 3x Bosch 044 fuel pumps, Drenth five-speed sequential gearbox, Custom Clutch quad-plate clutch, lightened flywheel, Cusco front LSD, OS Giken rear LSD, Sheptrans upgraded ACD unit, Driveshaft Shop driveshafts

CHASSIS:

12x18-inch Enkei rims, Dunlop slicks, custom Ohlins TTX coilovers, RaceFab subframes, Whiteline anti-roll bars, AP Racing six-pot (front) and four-pot (rear) calipers with 356mm (front) and 320mm (rear) J-hook discs, performance pads

EXTERIOR:

Nastama Cy custom carbon-fibre body kit, Time Attack racing livery

INTERIOR:

Cobra bucket seat, Takata safety harness, Custom Cages heavy duty roll cage, MoTeC C125 digital dash display, Geartronics paddle shift, Sparco fire safety system



PCD Fitment Guide

Of course we couldn't list every single car in the history of the universe, we just don't have the pages, but here's the majority of the scene's core motors (and a few wacky OEM+ options).



Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005 -)	5x110	65.1
	166 (1998 - 2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010 -)	5x100	57.1
	A3 (8L 1996 - 2003)	5x100	57.1
	A3 (8P 2003 -)	5x112	57.1
	A4 (8E 2000 - 2004)	5x112	57.1
	A4 (B8 2007 -)	5x112	66.6
	A6 (1999 - 2011)	5x112	57.1
	A6 (2011 -)	5x112	66.6
	A8 (4E 2002 - 2010)	5x112	57.1
	A8 (4H 2010 -)	5x112	66.6
	RS6 (4B 2002 - 2004)	5x112	57.1
	S3 (1999 - 2003)	5x100	57.1
	S3 (2006 -)	5x112	57.1
Bentley	S4 (1994 - 2001)	5x112	57.1
	TT 8J (2007 -)	5x112	57.1
	TT 8N (2003 - 2007)	5x100	57.1
Bentley	Continental GT	5x112	57.1
BMW	1 Series (2004 -)	5x120	72.6
	3 Series E30 (1982 - 1990)	4x100	57.1
	3 Series E36 - F30 (1990 -)	5x120	72.6
	5 Series E28, E34 (1985 - 1995)	5x120	72.6
	5 Series E39 (1995 - 2003)	5x120	74.1
	5 Series E60 - F11 (2003 -)	5x120	72.6
	6 Series (1976 -)	5x120	72.6
	7 Series (1977 -)	5x120	72.6
	Z3 (1996 - 2003)	5x120	72.6
	Z4 (2002 -)	5x120	72.6
Citroen	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998 - 2004)	4x108	63.3
	Focus (2004 -)	5x108	63.3
	Focus RS (2009 -)	5x108	63.3
	Ka (1996 - 2008)	4x108	63.3
	Mondeo (1993 - 2000)	4x108	63.3
	Mondeo (2000 -)	5x108	63.3
	Puma (1997 - 2001)	4x108	63.3
	Sierra Cosworth (1990 - 1992)	4x108	63.4
Ferrari	StreetKa (2003 - 2006)	4x108	63.3
	355	5x108	67

Fiat	Punto (1993 -)	4x98	58.1
	Coupe (1993 - 2000)	4x98	58.1
	Bravo (1995 -)	4x98	58.1
Honda	Accord (2003 -)	5x114.3	64.1
	CRX (1984 - 2000)	4x100	56.1
	Civic (1983 to 2006)	4x100	56.1
	Civic (from 2006)	5x114.3	64.1
	Civic Type R (All)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003 - 2007)	5x114.3	66.1
Land Rover	Freelander (1998 - 2006)	5x114.3	64.1
	Freelander II (2006 -)	5x108	63.4
	Range Rover II P38 (1995 - 2002)	5x120	70.1
	Range Rover Sport (2005 -)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002 -)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990 - 2005)	4x100	54.1
	MX-5 (2005 -)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
MG	ZR	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992 - 2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989 - 1992)	5x114.3	66.1

	350Z (2002 - 2009)	5x114.3	66.1
	370Z (2009 -)	5x114.3	66.1
	GT-R (2008 -)	5x114.3	66.1
	Juke (2010 -)	5x114.3	66.1
	Micra (1993 - 2003)	4x100	59.1
	Micra (2010 -)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989 - 2002)	5x114.3	66.1
	Sunny (1991 - 1995)	4x100	59.1
Peugeot	106 (4 stud 1992 - 2005)	4x108	65.1
	107 (2005 -)	4x100	54.1
	205 (1986 - 1996)	4x108	65.1
	206 (1998 - 2009)	4x108	65.1
	207 (2006 -)	4x108	65.1
	207CC (2007 -)	4x108	65.1
	306 (1993 - 2001)	4x108	65.1
	307 (2001 - 2009)	4x108	65.1
	406 (1995 - 2004)	4x108	65.1
	406 Coupe (1996 - 2005)	4x108	65.1
Porsche	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976 - 1987)	4x108	57.1
	928 (1978 - 1995)	5x130	71.6
	944 (1987 - 1991)	5x130	71.6
	Boxster (1996 -)	5x130	71.6
	Cayenne (2002 -)	5x130	71.6
	Cayman (2004 -)	5x130	71.6
	Panamera (2009 -)	5x130	71.6
Renault	Clio (1990 -)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996 - 2008)	4x100	60.1
	Megane 3 from 2008	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
SEAT	Arosa	4x100	57.1
	Ibiza 2002 to 2008	5x100	57.1
	Ibiza from 2008	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon from 2005	5x112	57.1
	Leon to 2005	5x100	57.1
Skoda	Fabia	5x100	57.1
	Octavia (from 2005)	5x112	57.1
	Octavia (to 2005)	5x100	57.1
	Superb	5x112	57.1
Subaru	Impreza	5x100	56.1
	Impreza STI, WRX (1993-04)	5x100	56.1
	Impreza STI (2005-)	5x114.3	56.1
Suzuki	Swift (from 2005)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
Toyota	Celica (to 1999)	5x100	54.1
	Corolla (1987 - 2007)	4x100	54.1
	Corolla (2007 -)	5x114.3	60.1
	MR2 (from 2001)	4x100	54.1
	MR2 (to 2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

Vauxhall	Astra F, G (1991 - 2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998 - 2004)	5x110	65.1
	Astra H (2004 - 2009)	4x100	56.6
	Astra H 5 stud (2004 - 2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993 -) 4 stud	4x100	56.6
	Corsa C, D (2000 -) 5 stud	5x110	65.1
	Insignia (2008 -)	5x120	67.1
	Nova A (1982 - 1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
Volkswagen	Amarok (2010 -)	5x120	65.1
	Bora (1998 -2005)	5x100	57.1
	Caddy (1996 - 2003)	4x100	57.1
	Corrado (1988 - 1996)	4x100	57.1
	Corrado VR6 (1991 - 1996)	5x100	57.1
	EOS (2006 -)	5x112	57.1
	Fox (2005 -)	5x100	57.1
	Golf 1, 2, 3 (1979 - 1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991 - 1997)	5x100	57.1
	Golf 4 (1997 - 2004)	5x100	57.1
	Golf 5, 6 (2003 -)	5x112	57.1
	Jetta (1985 - 1991)	4x100	57.1
	Jetta (2005 -)	5x112	57.1
	Lupo (1998 - 2005)	4x100	57.1
	New Beetle (1998 -)	5x100	57.1
	Passat (1983 - 1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996 -)	5x112	57.1
	Phaeton (2002 -)	5x112	57.1
	Polo (1994 - 2001)	4x100	57.1
	Polo (2001 -)	5x100	57.1
	Scirocco II (1981 - 1992)	4x100	57.1
	Scirocco III (2008 -)	5x112	57.1
	Touareg (2002 -) diesel	5x130	57.1
	Touareg VR5 TDI (2002 - 2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003 -)	5x120	65.1
	Vento (1992 - 1998)	4x100	57.1
	Vento VR6 (1995 - 1998)	5x100	57.1
Volvo	340	4x100	52.1
	C30 (2006 -)	5x108	63.4
	C70 (1998 - 2006)	5x108	65.1
	S60R (2003 - 2010)	5x108	65.1
	S70 (1997 - 2000)	5x108	65.1
	S80 (1998 - 2006)	5x108	65.1
	V70 (2007 -)	5x108	63.4



Quotes of the Month



Initial G: "I can't right now, I'm off to buy a birthday cake."
Midge: "Is it yours? I'll have to send you 107 candles and a flame thrower."



Jules to Sarah: "Midge and I might go to 100% Tuning in Rotterdam next week."
Sarah: "Where's that, next to Rockingham?"
Jules: "No, it's in Holland, you tool!"



Text of the month
Does the little fella ever do any work?



SAFETY FIRST?

After last month's DIY spring fitting guide, we've been asked a few times by eagle-eyed readers how Mr Midge can have the audacity to bang on about wearing steel toe cap boots, when he's quite clearly sporting trainers in the pics. So we challenged the little fella about his blatant lack of health and safety protocol and all he sent back was this picture. Smart arse.



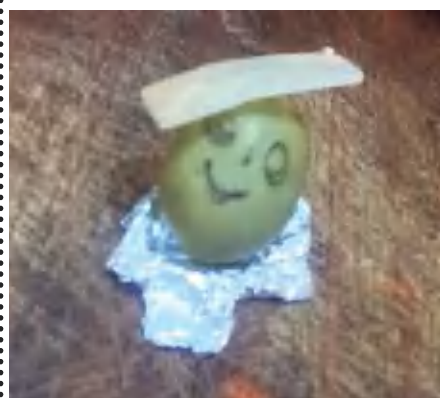
FAST FOOD

Obviously we love a fast food joint as much as the next selection of fat bastards, but seriously - burgers from Beirut? After the 1987 hostage crisis? We were so disgusted we only ate there twice.



CELEB READERS

Obviously it was something of a career highlight for Finnish WRC and Dakar legend, Ari Vatanen, to finally meet our Glenda. Apparently the Scandinavian fella was sufficiently impressed by the ruggedness of Glenn's facial hair, the manliness of his massive feet and the fact that he appears to be wearing some sort of outdoorsy, climbing-harness type affair in the middle of Castle Combe. Bear Grylls must be shitting himself!



OLIVELY

Yes Jules, we know you love olives but there's no way you're gonna make us eat one... seriously, nice try though.



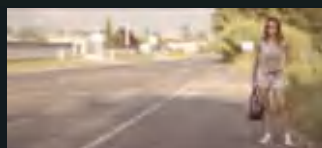
TOP 5 VIDEOS

CHECK OUT MORE ON WWW.FASTCAR.CO.UK



LAMBO VS SUPRA

What's the retail on one of those? More than you can afford pal. Just watch this Toyota open up a can of whoop-ass!
<http://www.fastcar.co.uk/2015/10/06/lamborghini-aventador-gets-owned-by-a-toyota-supra/>



STANCE LAND

We have to say we're absolutely loving this video from the Stance Land event in Lazio, Italy. Bellissimo and no mistake.
<http://www.fastcar.co.uk/2015/10/02/stance-land-2015/>



BOOST, BOOBS AND BURNOUTS

Yep, it's exactly as epic as it sounds. You'll probably want to watch this one more than once... or twice.
<http://www.fastcar.co.uk/2015/09/29/boost-and-burnouts-video/>



OUT OF THE CLOSET

Yes, from this picture we can see that Jules and superstar photographer, Mr Pullen, have finally come out. Yes, it's a sad, sad day for us old skool working class Fast Car peeps, because we can finally reveal that Dan and Jules are... golfers! Oh the shame of it.



CHEEKY PLUG

We've said it before and we'll say it again, we will never bow down to corporate advertisers or try to sneak our mates in the mag in return for industry favours. Anyway, here's a pic of Glenda. Having a nice cuppa... Ramp It Up y'say?



ZAPPED

After quite literally a decade of trying to get rid of the little fella, our Midge is still here at FC. Don't worry though folks, we may have found the solution! (Well, that's just fucking charming - Midge).



SCENE LEGEND

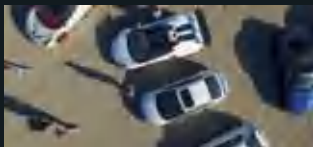
Okay so he can't grow a proper beard (*me neither - Midge*), he hasn't got any tattoos and those skinny jeans are, quite frankly, a tad optimistic nowadays. But who says our Jules wasn't down with the cool, scene kids at Players? Then again he has got horrendous taste in shoes!



197MPH SUPRA

Just a gnat's bollock short of 200mph on street tyres - you need at least 1200bhp and massive trouser potatoes for these sort of shenanigans!

<http://www.fastcar.co.uk/2015/09/28/1200bhp-supra-goes-197mph/>



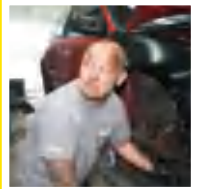
SLAMMED AT THE BEACH

The guys at Krispy Media have done a great job of capturing the mood at the very first Slammed at The Beach in Connecticut, USA.

<http://www.fastcar.co.uk/2015/09/23/slammed-the-beach-2015/boost-and-burnouts-video/>

Midge's DIY TIPS

Hacks, tips and all round useful bits!



Hand Sanitizer

The old Eskimo trick of using alcohol to melt ice has been around since before we even had cars, but as we've got a bit of a winter prepping theme going on this month, and global warming doesn't seem to have got to the UK just yet, it's still a good one to know.

You know that hand sanitizer stuff your mum keeps in her handbag? Well, it can be pretty damn useful stuff when the temperature drops below freezing. Due to its high alcohol content, the Yanks always recommend keeping some handy for jobs like melting the ice out of door locks and unsticking frozen wipers from windscreens. It's true that not many of us live in Alaska, or ever need to get a frozen key in our snow mobile but, we still get some pretty sub-zero temperatures over here in winter, and in summer if you happen to live anywhere near Glasgow.

Apparently this stuff's also pretty useful for starting a fire to keep you from freezing your knackers off if you've broken down in the middle of nowhere too. Don't try that on the side of the M1 mind.

so what!

Press releases we really don't care about this month...



Newly appointed Liverpool Football Club Manager Jürgen Klopp will drive a Vauxhall Insignia in his new role with the Anfield club.

Oooh, classy!

A 10-strong fleet of 100 percent electric Renault vehicles powered almost entirely by renewable energy can now be hired by residents and visitors to the Outer Hebrides of Scotland.

Lots of power outlets up there I'm guessing, no?

The All-New Renault Kadjar has a starring role at the 59th BFI London Film Festival in partnership with American Express®, with a fleet of 32 of the brand new stylish crossover vehicles chauffeuring an array of

stars to and from various locations across the capital during the twelve day festival.

Thanks for sharing.

The new C-Class Coupé is now available to order, priced from £30,955 OTR, ahead of first UK deliveries in December.

Er, yeah, we'll keep that in mind.

Eighty-five years after three-time Le Mans winner Captain Woolf Barnato famously raced the 'Blue Train' from Cannes to Calais, modern day Bentley Boy, Steven Kane, has reinvigorated the legendary spirit in a tense four-hour 14 minute sprint against Saudi Arabia's only desert passenger train.

Why?

"September marked the fifth consecutive month of growth for the new bus and coach market, with the sector posting an impressive 43.9% increase compared with last year's figures," said Mike Hawes, SMMT Chief Executive.

Cheers for that Mike.

The Freight Transport Association (FTA) has welcomed Department for Transport (DfT) proposals to introduce a bridge marking system that will show both imperial and metric height, width and length limits.

Very good, very good.

Rolls-Royce Motor Cars celebrated the UK public premiere of the company's latest model, the Rolls-Royce Dawn, at the Goodwood Breakfast Club on Sunday.

Isn't that the 'legendary' film with Emilio Estevez? I thought it was crap personally.

ROAD

SAFETY organisation GEM Motoring Assist is urging drivers to take extra care in areas where deer are common. The rutting (breeding) season means deer are more mobile than usual, bringing them onto roads and increasing the risk of collisions.

Oh deer (ah, I see what you did there - Jules).

Next month* in Fast Car we get on a plane...



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#364 On Sale Friday December the 11th

Alloy Wheels + Accessories



Bola TX09

Size: 17", 18"

Colour: Silver, Black, Gold

From **£575.00**

Bola ZZR

Size: 19", 20"

Colour: Gun Metal, Silver Polished

From **£795.00**

Bola TX304

Size: 18" Only

Colour: Silver

From **£750.00**

Bola B1

Size: 18", 19"

Colour: Black, White, Gunmetal, Silver, Gold, Bronze, Hyper Black

From **£750.00**

XXR 530

Size: 15", 18"

Colour: Gold, Bronze, Flat Black, Chrome Black, Black Chrome

From **£424.00**

XXR 969

Size: 18", 19"

Colour: Flat Black, Chrome Black, Gold

From **£672.00**

XXR 531

Size: 16", 17", 18"

Colour: Chrome, Silver, Black

From **£672.00**



Sealey 1500 Alloy Wheel Socket Set
£24.99



Sealey 1500 Digital Tyre Pressure Gauge
£15.99



Sealey 1500 Digital Tyre Tread Gauge
£18.99

Air Filters + Hoses



CAS-TF80

CAS-GT4

CAS-GT2

Universal	
TP80	£12.99
GT1	£12.99
GT2	£12.99
GT4	£12.99
FR1	£29.99
TA800	£11.99
TA250	£9.99
AF001R	£8.99

CAS-FR1

1m Silicone Hose

8mm	£2.99
11mm	£3.99
16mm	£12.99
18mm	£13.99
22mm	£18.99
25mm	£19.99
30mm	£24.99
32mm	£24.99
38mm	£29.99
42mm	£29.99
48mm	£39.99
54mm	£39.99

Features:
- Pressure Resistant
- Chlorine Acid Resistant
- No Bleeding
- 4 Pk Connectors
- High Performance
- High Temperature Resistant

Samco Hose Kits

	Turbo	Coolant	Intercooler
Audi TT MK1 J25	£115.00	£115.00	£115.00
Audi A3 1.8L	£115.00	£115.00	£115.00
BMW Z3	£115.00	£115.00	£115.00
BMW Z4	£115.00	£115.00	£115.00
Ford Focus MK1 J25	£115.00	£115.00	£115.00
Ford Focus MK2 J25	£115.00	£115.00	£115.00
Ford Focus MK3 J25	£115.00	£115.00	£115.00
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Air Suspension

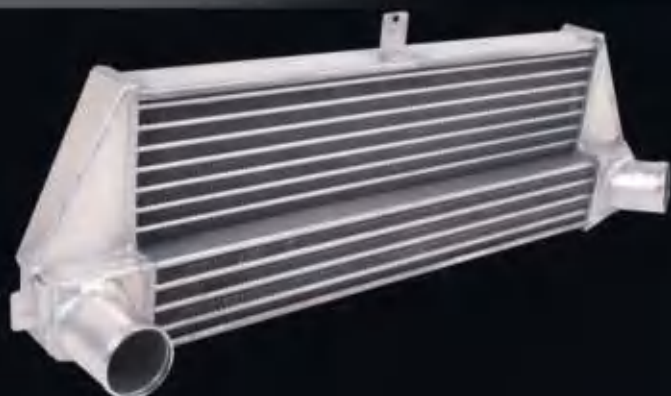


Complete Air Ride Kits From £1599.99

Audi		Honda		Mercedes		Nissan	
A1	2011-2015	Accord	1991-2015	C-Class	2007-2015	Maxima	1990-2000
A3	1996-2015	Civic	1992-2015	CLK	1997-2000	Pulsar	1990-2000
A4	2001-2015	Legend	1989-2015	CLS	2004-2011	Sunny	1990-2000
A5	2007-2015	Jazz	2001-2015	E-Class	1995-2015	Sylphy	1990-2000
A6	1996-2015	Prologue	1997-2001	G-Class	1991-1998	Teana	2000-2015
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DIRENZA

— street — track — stance —



SERIOUSLY COOL
INTERCOOLERS



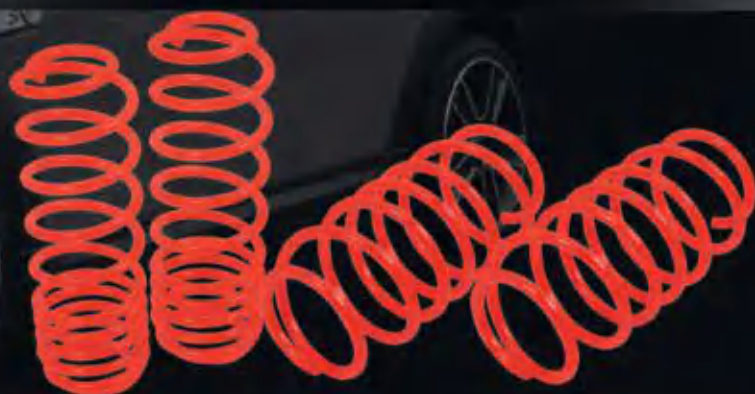
HUBCENTRIC
WHEELSPACERS



HIGH PERFORMANCE
EXHAUST SYSTEMS



TUV APPROVED
LOWERING SPRINGS



WWW.DIRENZA.CO.UK

